

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Ronnie Hull <larebel@ms1.nwla.com>
Subject: 2-B woes
Message-ID: <1.5.4.16.19970521053517.232fd3bc@ms1.nwla.com>

while monitoring a ssb conversation this morning I noticed that every so often, my 2-B will jump a few hertz in frequency. This is very annoying on SSB and CW, but of course, has little effect on AM. It will usually hover around the correct frequency, or, should I say, it will shift, then shift back. before I tear into the little critter, anyone have any suggestions?

Oh, just as a side note, I had a bad wobble in the vfo of my Invader 200. Just started. I cleaned the variable Cap for the VFO which had a lot of dust accumulated on the shaft and presto... its rock solid now....

Ronnie

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: Ben Bradley <bradley@norcross.mcs.slb.com>
Subject: Re: 2-B woes/frequency shift
Message-ID: <3.0.32.19970521180339.00943920@norcross.mcs.slb.com>

>Date: Wed, 21 May 1997 06:37:33 -0500
>From: Ronnie Hull <larebel@ms1.nwla.com>
>
>while monitoring a ssb conversation this morning I
>noticed that every so often, my 2-B will jump a few
>hertz in frequency. This is very annoying on SSB and
>CW, but of course, has little effect on AM. It will
>usually hover around the correct frequency, or, should
>I say, it will shift, then shift back.
>before I tear into the little critter, anyone have any
>suggestions?

I don't even know what a 2-B is, but...

Monitor the line voltage. And how often is every so often? Seconds? Minutes? If what I'm thinking of is what you described, it sounds suspiciously like a refrigerator or air conditioning compressor motor starting up. It will

pull lots of current for a half second to a second or so as the starting winding gets the motor up to speed, dropping the line voltage (and thus the B+ of your LO, changing its frequency a few cps). When the motor is up to speed, the starting winding switches out, it pulls much less current, and the line voltage goes back to just about what it was before.

If my theory is correct (yes, it's my 'theory', but I'm sure I'm not the only one who's seen lights dim when a refrigerator cranks up), you should be able to easily recreate the problem by running your receiver on a Variac [or similar variable autotransformer by another manufacturer], and seeing if and how far the frequency drifts with slightly varying line voltage.

As for a fix, I would then investigate some form of B+ voltage regulation.

Ben Bradley, Design Engineer
Schlumberger MCS
snail: 3155-B Northwoods Parkway
Norcross, GA 30071-1576 USA
email: bradley@norcross.mcs.slb.com
voice: 770-368-3444 ext. 3191
fax: 770-840-8614

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Bob Reynolds <breynold@sigg.com>
Subject: 2-C CRYSTALS
Message-ID: <97May20.150931cdt.19692@firewall.sigg.com>

I need a 24.5 MC (MHZ for young guys and gals) xtal for the Drake 2-C, or a source for the same. Any help ?

thanks & 73 Red K5VOL

breynold@sigg.com

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Ken Gordon <keng@uidaho.edu>
Subject: Re:6146 Transmitter and ECO...
Message-ID: <Pine.BSF.3.95.970520064442.13403A-1000000@piobaire.mines.uidaho.edu>

On Tue, 20 May 1997 EWoodman@aol.com wrote:

>
> >I think the secret, in addition to using heavier crystals like the FT-243,
> >is to be very careful of the screen voltage and current. Since the
> >circuit SHOULD be an electron coupled oscillator wherein the screen is
> >actually the "plate" of the oscillator, this should work fine. If your
> >circuit is an ECO, then tubes such as the 6V6 will NOT work properly since
> >the suppressor grid is connected internally to the cathode, thus bypassing
> >the screen grid.
>
> OK, now that's got me wondering.....I always forget about that
> foolish suppressor grid. I had thought about trying out that "Barracks Bag
> VFO" which Bob, NA4G, has put out in the archives. That's an ECO and uses a
> 6L6, 6F6, 807, etc. It obviously works with those but I guess you're saying
> it would be better to stick in something like a 6AG7 to really optimize it. I
> assume that the suppressor grid is affecting the efficiency of the oscillator
> and also affecting how well the signal gets coupled to the plate. Seems like
> I need to dig up some "real" tetrodes or pentodes without the internal
> connection.

OK. For all who are wondering about this, here is a quotation on this matter taken from my RSGB "Radio Communication Handbook" edition of 1972, page 6.13, "...An important feature to note is that a pentode which has its suppressor grid internally connected to the cathode is unsuitable for the e.c.o. type of circuit since the cathode is at r.f. potential to earth. (i.e. ground) If the same r.f. potential is allowed to appear on the suppressor grid, direct capacitive coupling between the oscillator section and the output anode (plate) circuit will exist. A valve with a separate connection to the suppressor grid must therefore be chosen so that it can be earthed."

The edition which I have of Bill Orr's handbook says substantially the same thing, although I have not looked up the reference.

I also vaguely recall reading a discussion of the e..c.o. many years ago which addressed this problem and explained the operation of circuits which purported to be e.c.o. but actually worked on a different principle, i.e. the 6V6 oscillator.

BTW, to the list, there is very nice little transmitter described in QST for October 1979, page 34, entitled, "The CW-150 - A Classical Vacuum-Tube Transmitter". It is really neat! Uses a pair of 807/5933s.

Ken W7EKB

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Ho4bart@aol.com
Subject: Re: 6146 Transmitter and ECO...
Message-ID: <970520165755_1490927882@emout18.mail.aol.com>

In a message dated 97-05-20 10:53:27 EDT, keng@uidaho.edu (Ken Gordon) writes:

<< ..An important feature to note is that a pentode which has its suppressor grid internally connected to the cathode is unsuitable for the e.c.o. type of circuit since the cathode is at r.f. potential to earth. (i.e. ground) If the same r.f. potential is allowed to appear on the suppressor grid, direct capacitive coupling between the oscillator section and the output anode (plate) circuit will exist. A valve with a separate connection to the suppressor grid must therefore be chosen so that it can be earthed." >>

doesn't this depend on the oscillator circuit, whether the pentode 6V6 etc. is usable as ECO? in the simplest xtal osc, there are no reactive components between the cathode & ground, nothing like a capacitive voltage divider or choke (in the triode circuit). the grounded suppressor is at the same potential as the cathode, i.e. grounded, "earthed", and it really can't be 'more grounded' than this. if you have a colpitts type ECO or cathode on a tap on the coil, the cathode is above ground and then you need a free suppressor. so it depends on the oscillator system of the triode circuit whether the 6V6 etc. act as a true ECO, no?
hue miller

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Ken Gordon <keng@uidaho.edu>
Subject: Re: 6146 Transmitter and ECO...
Message-ID: <Pine.BSF.3.95.970520154337.19101B-100000@piobaire.mines.uidaho.edu>

On Tue, 20 May 1997 Ho4bart@aol.com wrote:

> In a message dated 97-05-20 10:53:27 EDT, keng@uidaho.edu (Ken Gordon)
> writes:
>
> << ..An important feature to note is that a pentode

> which has its suppressor grid internally connected
> to the cathode is unsuitable for the e.c.o. type of
> circuit since the cathode is at r.f. potential to earth.
> (i.e. ground) If the same r.f. potential is allowed to
> appear on the suppressor grid, direct capacitive
> coupling between the oscillator section and the output
> anode (plate) circuit will exist. A valve with a separate
> connection to the suppressor grid must therefore be chosen so
> that it can be earthed." >>

>
> doesn't this depend on the oscillator circuit, whether the
> pentode 6V6 etc. is usable as ECO? in the simplest xtal
> osc, there are no reactive components between the cathode
> & ground,

I think you are thinking of the simplest Pierce oscillator (crystal between grid and plate, cathode grounded), right? Correct me if I am totally off base here, but I think if you will very carefully examine the circuit, taking into account interelectrode capacitances, you will see capacitive voltage dividers. The Colpitts oscillator was derived from this one. And although the cathode is grounded for DC (as are ALL oscillators in fact or they couldn't work) nonetheless, rf currents flow in the cathode circuit. Although the cathode can be the "common point", that, in itself, is not proof that rf currents don't flow through it.

> nothing like a capacitive voltage divider or choke
> (in the triode circuit). the grounded suppressor is at the same
> potential as the cathode,

Correct...for DC.

> i.e. grounded, "earthed", and it
> really can't be 'more grounded' than this. if you have a
> colpitts type ECO or cathode on a tap on the coil, the
> cathode is above ground

clearly (in this circuit) for rf, but grounded for DC.

> and then you need a free
> suppressor. so it depends on the oscillator system of the
> triode circuit whether the 6V6 etc. act as a true ECO,
> no?

No. :-)

Ken W7EKB

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From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: Robert Lawson <lawson_r@popmail.firn.edu>
Subject: 75S1 SSB Filter/Tuning Knob
Message-ID: <3383ACFC.7D50@popmail.firn.edu>

BA'ers,

I am restoring my 75S1 (SN 401) and am in need of the 2.1 kc SSB filter:
F-455-Y-21 / 526-9337-00. Also, I need the tuning knob (the one without
the finger hole and with the two bristol set screws). Any help would be
greatly appreciated.

Tnx es 73 Rob W4RL Pensacola Fl

PS: Finding a decent 516F-2 power supply would certainly help the 32S1
radiate some rf.

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: jproc@bellglobal.com (Jerry Proc)
Subject: AC Line Voltage Increments
Message-ID: <01BC6543.BFDEDFC0@finlay.bellglobal.com>

Dear BA'ers,

I'm trying to turn one of the threads that we had here into a story for =
a newsletter. It was a thread dealing with the history of power =
distribution in the US and Europe. Two questions have arisen:

1) Can I assume that Thomas Edison's 110VDC distribution system was =
replaced with 110VAC when it was found that AC was superior for power =
distribution?

2) From looking at equipment nameplates, why did the power companies =
start to increase the line voltage? Examples: from 110 to 115 to 117 =
and now to 120 VAC? The odd time I have also seen the line voltage at =
122 V.=20

Regards,
Jerry Proc
jproc@bellglobal.com

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Mike Maloney <ac5p@ionet.net>
Subject: Re: AC Line Voltage Increments
Message-ID: <199705210300.WAA28344@mail.ionet.net>

At 05:32 PM 5/20/97 -0400, you wrote:

>Dear BA'ers,

>

>I'm trying to turn one of the threads that we had here into a story for a newsletter. It was a thread dealing with the history of power distribution in the US and Europe. Two questions have arisen:

>

>1) Can I assume that Thomas Edison's 110VDC distribution system was replaced with 110VAC when it was found that AC was superior for power distribution?

Yes, I believe so, especially for transmission over longer distances from the power station to the city or load center substations for distribution. The first successful plant was at Niagra Falls, supplying power to the New York World Fair several miles away. Believe it was early 1900's. Complete system designed and made by Tesla working for George Westinghouse.

>2) From looking at equipment nameplates, why did the power companies start to increase the line voltage? Examples: from 110 to 115 to 117 and now to 120 VAC? The odd time I have also seen the line voltage at 122 V.

Not sure when (before I began work for Elec. Co in '71) but I can venture a guess as to why. Increase KWH sales putting it simply. Increasing the pressure to the load increases the current which turns the meter faster which generates more revenue you see.

73/Mike

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: bdhall@ghg.net (Benjamin D. Hall)
Subject: Re: AC Line Voltage Increments
Message-ID: <3.0.32.19970520221948.0069b668@mailman.ghgcorp.com>

>Increase KWH sales putting it simply. Increasing the
>pressure to the load increases the current which turns the meter faster
>which generates more revenue you see.

I remember this question coming up some time ago, and then reason given then was simply since, $\text{power} = \text{volts} * \text{amps}$, you can up the amount of power you are forcing thru a peice of transmission line by upping the voltage while keeping current the same. Going from 110 VAC to 120 VAC only ups power capability by 9%, but then again for a power company this can be the difference between stringing up a new line (expensive) or not. Plus I think it lessens the chance of brown outs since voltage is higher to begin with...

Here at my shack in QRM/QRN-heaven, the BA's sip my often 128 VAC power (I'm line of sight to HL+P's Webster Electric Generating Plant, low line losses, yuck) thru a variac dropping it down to 110 VAC. And no, for y'all who were wondering, I don't have the 7.5 KVA Texas-sized isolation/dropping transformer on line, yet! ;<) But the variac is an 18 amp Texas-sized unit, :<0

73 y'all,
Ben

Benjamin D. Hall, junque collector extraordinaire, Located in Houston, Texas.
e-mail: BDHall@ghg.net web: <http://www.ghgcorp.com/bdhall>

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Mike Maloney <ac5p@ionet.net>
Subject: Re: AC Line Voltage Increments
Message-ID: <199705211219.HAA22873@mail.ionet.net>

At 10:19 PM 5/20/97 -0500, you wrote:

>>Increase KWH sales putting it simply. Increasing the
>>pressure to the load increases the current which turns the meter faster
>>which generates more revenue you see.

>

>I remember this question coming up some time ago, and then reason given
>then was simply since, $\text{power} = \text{volts} * \text{amps}$, you can up the amount of power
>you are forcing thru a peice of transmission line by upping the voltage
>while keeping current the same. Going from 110 VAC to 120 VAC only ups
>power capability by 9%, but then again for a power company this can be the
>difference between stringing up a new line (expensive) or not. Plus I
>think it lessens the chance of brown outs since voltage is higher to begin
>with...

Not exactly so...keep in mind when you increase the voltage you also increase

the current by the same percentage considering a linear load. A linear load is one that does not change resistance with applied voltage. Therefore the power increase is proportional to the voltage increase squared. Using a 100 ohm load with 110vac and figuring the wattage one gets 121 watts. Increasing the voltage to 120 or 9 per cent, increases the wattage to 144. This is more like almost a 19 per cent increase. Would you rather have a 9 per cent pay raise or a 19 per cent one? Of course the power companies line losses ($I^2 R$) go up also so they don't realize that much gain.

>Here at my shack in QRM/QRN-heaven, the BA's sip my often 128 VAC power
>(I'm line of sight to HL+P's Webster Electric Generating Plant, low line
>losses, yuck) thru a variac dropping it down to 110 VAC. And no, for y'all
>who were wondering, I don't have the 7.5 KVA Texas-sized isolation/dropping
>transformer on line, yet! ;<) But the variac is an 18 amp Texas-sized
>unit, :<0

Very good idea. If you could put automatic control to the variac you could regulate the voltage when extra BA's were turned on/off. Exactly the same thing the power co does with an overhead line regulator...its a big tap changing (plus/minus 10%) autotransformer. Sounds like they are giving you all you can stand to get decent voltage to the poor soul that lives on the end of the line. Tell them to put line regs near his house so they can back off at yours, or change taps (if poss) on your service transformer. 128 is tooo hot.

Mike
>

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: AC Line Voltage Increments
Message-ID: <199705211558.JAA06582@netcom5.netcom.com>

As Jerry Proc discourses

>
> Dear BA'ers,
>
> 1) Can I assume that Thomas Edison's 110VDC distribution system was =
> replaced with 110VAC when it was found that AC was superior for power =
> distribution?

No. AC distributions were set up at 115, 120, and a few at 125 volts. The distributions had wide variations in voltages in different parts of the grid---high line voltage was an issue with AA5 radios in the forties.

>
> 2) From looking at equipment nameplates, why did the power companies =
> start to increase the line voltage? Examples: from 110 to 115 to 117 =
> and now to 120 VAC? The odd time I have also seen the line voltage at =
> 122 V.=20

Power companies didn't "start to increase the line voltage." The various standards organizations settled on a number of voltages back in the thirties. 117.5 is an RMA (now EIA) standard set up in the thirties for electronic equipment---the average of 110DC (which was predominant in Manhattan until the 1960's and still in use elsewhere) 115, 120, and 125 AC. +/- 10% this gives 105-130 (rounded off), and good equipment design should handle this range.

Note that the sum of the nominal heater voltages in a 1940 AA5 using a 35Z5 with the pilot lamp/tapped heater plate setup is 119.8 volts. The 35Z5 set up this way is rated at 32 volts.

>
The person who has done considerable research on power distribution systems and who has published good scholarly information is Thomas Hughes of U. of Penn. Any titles by him are good Hist. of Tech. scholarship.

--

=====
Hank van Cleef

E-mail return address deleted because of junk e-mail abuse.

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: bdhall@ghg.net (Benjamin D. Hall)

Subject: Re: AC Line Voltage Increments

Message-ID: <3.0.32.19970521133303.006a21ec@mailman.ghgcorp.com>

>Not exactly so...keep in mind when you increase the voltage you also increase
>the current by the same percentage considering a linear load. A linear load
>is one that does not change resistance with applied voltage. Therefore the
>power increase is proportional to the voltage increase squared. Using a 100
>ohm load with 110vac and figuring the wattage one gets 121 watts. Increasing
>the voltage to 120 or 9 per cent, increases the wattage to 144. This is more
>like almost a 19 per cent increase. Would you rather have a 9 per cent pay
>raise or a 19 per cent one? Of course the power companies line losses (I
>squared R) go up also so they don't realize that much gain.

Yikes! Sorry about the math error y'all... I thought it thru twice last

night and didn't catch it... (maybe I don't deserve that 19% pay raise, heh heh heh)

73 y'all,

Ben

Benjamin D. Hall - Junque collector extraordinaire.

Located in Houston Texas.

e-mail: BDHall@ghg.net

web page: <http://www.ghgcorp.com/bdhall>

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From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: bill@skeeter.frco.com (William Hawkins)

Subject: Re: AC Line Voltage Increments

Message-ID: <9705220321.AA23598@skeeter.bvc.frco.com>

>Not exactly so...keep in mind when you increase the voltage you also
>increase the current by the same percentage considering a linear load.

Right, but the load isn't linear. The biggest load in a house is the refrigerator, over 24 hours. Next comes the air conditioner. The motor is delivering a constant amount of work. If you raise the voltage, the current will drop. The power company distribution system is mostly limited by the current it can carry, so it makes sense to raise the voltage to get some more capacity for customers out of existing plant. Now they'd like us to replace those resistive lightbulbs with the kind that generate RF, and draw less current.

Regards,

Bill Hawkins bill@skeeter.frco.com

Never worked for a power company, and other disclaimers ...

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From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: "Barry L. Ornitz" <ornitz@tricon.net>

Subject: Active Filters (Audio Filters)

Message-ID: <199705220059.UAA22244@tricon.net>

Charlie Cheney, AA1HB, wrote:

> If you want a good CW audio filter that is in keeping with
> the BA spirit (no op amps or DSP), you might look into the
> passive bandpass filters featured in the ARRL Handbooks for
> many years.

Actually R-C active filters predate solid-state operational amplifier designs by many years. Some of the earliest designs were based on cathode follower circuits (approximating near-unity gain buffers). Bridged-T and Twin-T filters were around earlier than Sallen & Key filters, but all were originally developed with vacuum tubes.

Ed Wetherhold is amateur radio's "daddy" of modern filter design. I am glad to know he is still around.

> Ed's address is Mr. Ed Wetherhold W3NQN, 1426 Catlyn
> Place, Annapolis MD 21401-4208

As a private note to Charlie, would you consider the Foxboro PCP-88 a Boatanchor?

73, Barry L. Ornitz WA4VZQ ornitz@tricon.net

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: GDePrez@aol.com

Subject: Any HRO 50 coils found at Dayton?

Message-ID: <970521111638_-664623858@emout13.mail.aol.com>

Trying to complete my HRO-50T package. Any Hamvention attendees find - or get the name of someone who might have - HRO 50 coils F (480-960 Khz), G (180-430 Khz)? Or dial scales for A (14-30 Khz), E (900-2050 Khz), F, G? Will buy, and I have a nice C coil (3.5-7.3 Mhz) to trade. Thanks!

Greg DePrez

GDePrez@aol.com

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: David Prince <davprin@gil.com.au>

Subject: Re: AR-88 Questions

Message-ID: <338147A1.5E56@gil.com.au>

G'day again, Gang,

Thanks to all who have answered my questions regarding the AR-88's. I will send an email to each of you. I do however, have another question. Today I dug out my 2nd AR-88D and I find that there is a difference in the front panel. It has two small channel sections across the panel separated by the dials. The other "D" and the "LF" appear to have solid bars. Are these 'solid bars' in fact cover strips that go over the channels and should these be chromed as someone in the group mentioned? Thanks again for the wonderful information available from this Boatanchors group.

Cheers from Downunder. I'm glad we have gravity otherwise these boatanchors in Australia might fall away and flatten some satellite floating around out there!

--

Dave Prince VK4KDP
davprin@gil.com.au

Brisbane Military Radio Collection

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: "David L. Thompson" <thompson@mindspring.com>
Subject: BA articles in July 1997 Pop'l Electronics
Message-ID: <1.5.4.16.19970521112925.368745bc@pop.mindspring.com>

The July 1997 issue of Popular Electronics has two interesting articles.

On Page 61 under "DX Listening" there is a write up on the Hallicrafters S-41G Skywriter Jr. with a picture of the rarer S-41W. Seems The appended letter G = gray and W= white where white is much rarer. Sure makes my first radio (S-40B) start to look like a communications receiver!!!

There is a continuing column called "Antique Radio" stating on page 63. This month Marc Ellis talks about the Freed-Eisemann NR-5 TRF receiver from the 20's. Figure 1 is the NR-5 schematic. Page 64 has a 1923 Freed-Eisemann Radio Corp ad with Parts and the NR-5 (\$150 was a lotta \$\$\$ for 1923). Freed-Eisemann was sold in 1928 and re-named Earl Radio Corporation. Hazeltine had a lock on the circuit under the name "Neutrodyne." I remember the console AM/SW my family had also said patents held by Hazeltine even tho it was an RCA.

Guess since Popular Electronics is a Gernsback publication..there articles are appropriate.

Dave K4JRB

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From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Ho4bart@aol.com
Subject: Re: BA articles in July 1997 Pop'l Electronics
Message-ID: <970521132640_-731728666@emout15.mail.aol.com>

In a message dated 97-05-21 13:04:47 EDT,
thompson@mindspring.com (David L. Thompson) writes:

<< The July 1997 issue of Popular Electronics has two
interesting articles. >>

and PE held this article, highly interesting for any
enthusiast of vacuum-tube electronics, just a few
months previous: "Where Did All The Classic Audio
Gear Go?"

(you take a guess!)

hue miller

call my number 24 hours, 1-800-TOP-DOLLAR

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: GIBSON@ASTRA.LBL.GOV

Subject: Best phones for xtal sets

Message-ID: <970521083719.20400752@ASTRA.LBL.GOV>

My Brush headphones work best on xtal sets but I got them NIB. They may
lose sensitivity with age as I believe they have deliquescent? crystals
inside. Baldwins are next best.

The crystal ear plugs work great. I made a headband from a piece of
coathanger wire and used RTV silicone adhesive to glue two ear plugs on.
They were wired in parallel and a 270K resistor was sometimes needed across
them to reduce diagonal detection distortion.

Still need manual or copy for a Gonset G-43 receiver with 6AQ5 output.

Thanks John.

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: Ho4bart@aol.com

Subject: Re: Best phones for xtal sets

Message-ID: <970521131830_352924000@emout11.mail.aol.com>

In a message dated 97-05-21 12:46:25 EDT, GIBSON@ASTRA.LBL.GOV writes:

<< The crystal ear plugs work great. I made a headband
from a piece of coathanger wire and used RTV silicone
adhesive to glue two ear plugs on. They were wired in parallel
and a 270K resistor was sometimes needed across them to

reduce diagonal detection distortion. >>

rather than wire in 2 earplugs for such a limited output set, i found what seems IMO to work best, is one earplug with a stethoscope-type attachment of plastics-tubing. this allows the same minimal audio power to be delivered while minimizing the "mechanical overhead" i.e. mechanical losses. the tubing is a Y-shaped affair, the "bottom leg of the Y" attaches over the actual "in the ear" part of the earphone, the "upper branches of the Y extend to the listener's ears. such earphone sets were actually sold for some narrow window in the ? early 1960s ? or so. shopping at Deseret Industries i found some kind of stray Y-piece from some kind of language lab earphone; i'll glue that onto a crystal earplug-type and make my own Y-type headset. you may be able to do this on your own too, maybe using the smallest recreational vehicle water tubing?? i would think maybe surgical tubing would work also, but on the other hand maybe the softness of it would dampen / absorb audio power. sorry for the BA digression, this may be semi legit tho, my pleading being that such earphones may be germane to the simplest BA receiving set, the one-tube regen. btw i had to mention this too, sorry: i have a letter from a crystal set enthusiast that i treasure in my archives, he lived in some Navajo or Hopi village out in the bare rock land and he describes the major sources of QRM to dx signals, as such locally generated sources as dogs barking --- and his own breathing ! happy qrp dxing! hue miller

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Jderm740@aol.com
Subject: Re: BOATANCHORS digest 1448
Message-ID: <970520142133_-1398780265@emout20.mail.aol.com>

BC221 info.

According to books I have from Fredrick Research, there is no difference between

BC221A thru Z and on into AN except when made and by who.

I hope, Paul that this helps.

Jack

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: wallace@world.std.com (Andy Wallace)
Subject: Central Electronics 20A parts rig FS
Message-ID: <3389aa44.16123728@world.std.com>

=46or sale: CE 20A phasing exciter PARTS RIG. Someone tried to graft a 6146 inside. Bulk of the hulk is there but a few tubes are missing.
=46ront panel and cabinet unmodified but cabinet has some rust. No eye tube. Some tube sockets removed for the mod, transformer is there though (condition unknown). Has all knobs. Might be restored with a lot of difficulty but is a good candidate if your 20A has been drilled up!

\$20 and you pay shipping. Taking responses til 6/7/97 and then I draw from a hat -- this seems fairest to those in the digest mode. "Winners and losers will be notified." Email replies to me...=20

--Andy
wallace@world.std.com

Curly: Oh....short wave?
Moe: No! Poimanent.=20
<BONK!>
(THEY STOOGE TO CONGA, 1943)

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: wallace@world.std.com (Andy Wallace)
Subject: Central Electronics 458 VFO FS
Message-ID: <338aab95.16461187@world.std.com>

=46or sale: Central Electronics 458 VFO unit. Made to mate with the 20A, may work with the 10A and 10B but I'm not sure. This is a unit I bought from a BAer last year. Since I found a better one, I'm not going to attempt to restore this one.=20

Inside is a BC-458 which has been modified for use as a VFO. Outside is a CE cabinet to match the 20A.=20

Condition unknown, mostly complete except missing some tubes (three miniature tubes in the subchassis are there) and two knobs incorrect but functional. Biggest hassle is a large part of the front panel on one edge has been repainted the wrong color HOWEVER all lettering is in pretty good shape. I was going to remove the panel, scan it into a computer, and have a silkscreen made -- perhaps you can do the same.=20 Since these seem to be scarce it might be worthwhile -- or it can be electrically restored and used if you're not picky.=20

Cabinet has some rust. Dial has some ink or paint spatters. Will pass it on for less than what I paid for it -- \$10 and you pay shipping.=20 Taking responses til 6/7/97 and then I draw from a hat -- this seems fairest to those in the digest mode. "Winners and losers will be notified."

--Andy

wallace@world.std.com

Curly: Oh....short wave?

Moe: No! Poimanent.=20

<BONK!>

(THEY STOOGE TO CONGA, 1943)

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: Chris Lamousin <chris1@netdoor.com>

Subject: Code Help

Message-ID: <33823003.1440@netdoor.com>

Thanks to all of the advice for a newbie. I'll be taking the test this June.

Chris

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: "Roberta J. Barmore" <rbarmore@indy.net>

Subject: Crystal Sockets

Message-ID: <Pine.SUN.3.96.970521214609.24905C-100000@indy3>

Hi!

Bashed up a knee tonite & vy tired but wanted to mention this while I was thinkin' of it. Much talk of rock sockets, and the Usual Suspects (400R TV leadin sockets, octals, etc) have already got mentioned.

But there is an older trick that works well, too. Take a five-prong tube socket. Pins are unequally spaced on a 3/4" circle--1,2,4 & 5 are grouped, with a wide gap either side of 3 (it's the grid, that's why). Hook 3 to 4 and take that to the earthy side of the xtal connection; hook 2 to the hot side. Now an FT-243 will fit happily between 2 & 3, and a "doorknob" crystal (or rectangle holder with 1/8" dia pins on 3/4" centers, Bud, Valpey et al made such) fits between 2 & 4. For the tiny

new crystals with dinky pins, it's not hard to take some plex & 1/8" brass rod and make a little adaptor--the toy pins will fit contacts stolen from a mini tube socket. (And for those who dunno, 1/8" rod will take 6-32 threads nice as can be--tap the plex to match and dab some epoxy on).

AES is selling the ceramic plate version 5-pin sockets, a Chinese copy of the old-style thing but one of their better efforts.

73,
--Bobbi

PS: working on a "cootie" key. If I get it percing, I'll try to do up dwgs if anyone wants to make one--only tricky part is cutting a straight slot down the center of 1/4" square brass bar. Dremel cut-off wheel in a press with the quill locked and a drill-press vise to hold the bar will do the job but I'm guessing that combination of toys isn't common. ('Tis a sort of slop-bucket milling setup and you *do* wear the good safety glasses).

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: leeboo@ct.net (Leon Wiltsey)
Subject: crystal types
Message-ID: <199705201701.NAA23211@blue.ct.net>

Hi gang need to know some xtal types.
have some old xtals from when i used to be on the air,
but do not know the types.
Some are small rectangles about the size
of a postage stamp with three screws to open them up
Others have rounded corners sli smaller but no way
to open them up some say cr47u others say ad2, also
some say cr48u types and cr18u and finally some from bliley
that say type ax2 The first ones mentioned and the bliley
have matching pins, but the smaller ones with the rounded
corners just seem to fit some smaller ceramic sockets I have.
The pins on the rounded ones are smaller in diam. HELP

I SUB TO BOTH GLOWBUGS & BOATABCHORS

68 yr old semidisabled senior
(stroke got my balance & hand to eye coordination)
old old old ham but I'm back agn
now KF4RCL TECK+ (MUCH HAPPINESS)
PLAY KEYBOARD AND SING?

BUILD MOST OF MY STATION EQUIP
(tubes that is no SOLID STATE)

no trash music (anything composed after 1965)

Leon B Wiltsey (Lee)
4600 Lake Haven BLVD.
Sebring, Fl. 33872

SEBRING FL. THAT WONDERFUL PLACE WHERE THERE IS NO QRM
FROM ANYTHING LOCAL

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: leeboo@ct.net (Leon Wiltsey)
Subject: crystal types
Message-ID: <199705201701.NAA23234@blue.ct.net>

>To: ba
>From: leeboo@ct.net (Leon Wiltsey)
>Subject: crystal types
>Cc:
>Bcc:
>X-Attachments:
>
>Hi gang need to know some xtal types.
>have some old xtals from when i used to be on the air,
>but do not know the types.
>Some are small rectangles about the size
>of a postage stamp with three screws to open them up
>Others have rounded corners sli smaller but no way
>to open them up some say cr47u others say ad2, also
> some say cr48u types and cr18u and finally some from bliley
>that say type ax2 The first ones mentioned and the bliley
>have matching pins, but the smaller ones with the rounded
>corners just seem to fit some smaller ceramic sockets I have.
>The pins on the rounded ones are smaller in diam. HELP
>

I SUB TO BOTH GLOWBUGS & BOATABCHORS

68 yr old semidisabled senior
(stroke got my balance & hand to eye coordination)
old old old ham but I'm back agn

now KF4RCL TECK+ (MUCH HAPPINESS)
PLAY KEYBOARD AND SING?
BUILD MOST OF MY STATION EQUIP
(tubes that is no SOLID STATE)

no trash music (anything composed after 1965)

Leon B Wiltsey (Lee)
4600 Lake Haven BLVD.
Sebring, Fl. 33872

SEBRING FL. THAT WONDERFUL PLACE WHERE THERE IS NO QRM
FROM ANYTHING LOCAL

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Tom Kelly <tjkelly@apk.net>
Subject: Dayton and Heathkit Condenser Checker
Message-ID: <33823C9D.1CB7@apk.net>

Greetings,

I had a great time at Dayton and am glad that I can now put faces to
some of the names that I see here on the list.

I bought a Heathkit Condenser Checker (no model number showing) at
Dayton. Before I go to the commercial sources, could anybody sell me a
copy of the manual?

Thanks,

Tom
--

Tom Kelly
Novelty, Ohio (east of Cleveland)

mailto:tjkelly@apk.net

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: wallace@world.std.com (Andy Wallace)
Subject: electric model Instructograph FS

Message-ID: <338bacf7.16815233@world.std.com>

=46or sale: electric model Instructograph code "oscillator" (that's what the hamfest label said!)...=20

This is the larger motor-driven model (I have the hand-crank one). I didn't notice until after I walked back to the car but someone cut a square hole in one side! May have been to mount a speaker for the tone oscillator, which is not inside. At any rate you could add your own grille. Rest of the unit is in nice shape -- if your case is damaged, simply transplant the nice panel and works from this one...=20

Works okay, has a rheostat for adjusting the motor speed. I will even throw in my spare tape, #4 continental Morse (radio, not landline).=20

\$15 and you pay shipping. Taking responses til 6/7/97 and then I draw from a hat -- this seems fairest to those in the digest mode. "Winners and losers will be notified."

--Andy

wallace@world.std.com

Curly: Oh....short wave?

Moe: No! Poimanent.=20

<BONK!>

(THEY STOOGE TO CONGA, 1943)

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: William Donzelli <william@ans.net>

Subject: Federal and military tubes

Message-ID: <199705202105.AA25995@interlock.ans.net>

A few questions about things probably long forgotten...

Did Federal ever make 805s/VT-143s (especially in the late 1930s)?

If not, who did Federal buy tubes from if they were non-Federal types?

William Donzelli

william@ans.net

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: Al Klase <skywaves@bw.webex.net>
Subject: FMT
Message-ID: <3383CB42.72F6@webex.net>

Anchorites,

I just submitted my log for the frequency measuring test. It was fun but nerveracking. Did anyone else participate?

73,
Al

--
Al Klase - N3FRQ
skywaves@bw.webex.net
Flemington, NJ

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: Sandy W5TVW <ebjr@worldnet.att.net>
Subject: FMT
Message-ID: <19970522032138.AAB23281@LOCALNAME>

Got measurements first and second runs here. Hope my interpolation and math is OK! Good signals here in New Orleans.

73,
E. V. Sandy Blaize, W5TVW
"Boat Anchors collected, restored, repaired, traded and used!"
417 Ridgewood Drive,
Metairie, LA., 70001
ebjr@worldnet.att.net
Looking for: 860 tubes, WL-460 tubes
Butternut HF2V antenna, G-R test gear.....

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: J P Taillebois <jpt1@idirect.com>
Subject: FS/Trade WWII R-1155 rcvr
Message-ID: <199705211248.IAA25223@relief.idirect.com>

Hi

I have a good R-1155 rcvr with original manual and shipping crate. The rcvr is working when powered up with proper volatges.

This is the rcvr that is the equivalent to a BC-348 type and was used by the british and canadian.

Make me an offer or will trade for other Military Radios. The Crate is fairly big but the radio is similar in size to the BC-348.

73

Jean Paul Taillebois 996 Greenlane court, Oshawa, Ontario, Canada L1K-2C6
e.mail jpt1@idirect.com
packet: ve3jpt@ve3hqx
voice:905-723-1811
fax/data:905 723-9156
Collector: Hallicrafters, Central-Electronic, Gonset, Military BA, antique radio memorabilia.

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: "Walter Fairclough" <wfairclo@netcom.ca>
Subject: FS: HF Amplifier
Message-ID: <199705201410.KAA20101@tor-srs2.netcom.ca>

Dentron Clipperton L HF amplifier for sale. 160-10m Excellent condition. Low hours and never driven hard. \$750.00 CDN plus shipping.

Thanks for reading.

Walter - VE3EN

Walter Fairclough
Manotick, Ontario
wfairclo@netcom.ca

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: rerobins@unccvm.uncc.edu (Rick Robinson)
Subject: FT: VF-1 for Eico 722
Message-ID: <v02130501afa75156b933@[152.15.144.13]>

I have a Heath VF-1 with original knobs and original manual that I will trade even for an Eico 722 VF0 to match my Eico 723. The 722 must have original knobs, no mods and a photocopy of the manual. My VF-1 is clean and the 722 must be also. Need not be working but must be complete and in restorable condition.

I am interested in a trade only and the VF-1 is not for sale.

Thanks and 73,

Rick kf4ar

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: jproc@bellglobal.com (Jerry Proc)

Subject: FW: 19 set web Page

Message-ID: <Chameleon.4.01.2.970521004941.jproc@>

Dear BA Enthusiasts,

Bob Cooker VE3BDB, is the Webmaster for the #19 set Web Page. As a favour to him, I'm forwarding his request for assistance to the group. If you can provide any information, please E-mail directly to : cooker2@epo.gov.on.ca

..

>I am planning on setting up lists, one for names, calls and email
>addresses of collectors/users of # 19 sets along with the equipment they
>have INCLUDING serial numbers which are invaluable; one for WANTED items
>pertaining to the 19; one for FOR SALE or TRADE items. There are also
>other ideas in the works which will mean expansion to additional pages.
>However, to do all of these things, I need everyone's help. When you get
>a little time, could you please email me a full description of the 19
>equipment you have, including condition and serial numbers? Also include
>accessories, i.e. control boxes, dog bones, crystal calibrators,
>antennae, etc.
>....<truncated>

>Again, thanks! If you have further suggestions or ideas, please pass
>them along.

>

>73.

>

>Bob VE3BDB

>Wireless Set No. 19 Page

><http://www.webspawner.com/users/BoredbyBob>

Regards,

Jerry Proc VE3FAB

E-mail: jproc@bellglobal.com

----__ListProc__NextPart____BOATANCHORS__digest_1449--
----__ListProc__NextPart__864190761432095380--

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: w4bld@juno.com (Robert B. Kerby)
Subject: Gonset case needed
Message-ID: <19970521.190037.5031.3.W4BLD@juno.com>

Hi Gang - I need a case for a Gonset Super-ceiver. I can paint it. I have two units from which I can make one, but neither has a case. Thanks, Bob
Robert B. Kerby -I collect Gonset, Elmac, Lysco, and Morrow-
Post Office Box 991 (UPS ADDRESS: 231 Rosser Avenue)
Waynesboro, VA 22980 (540) 942-4356 w4bld@juno.com

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: "Steve Hill" <SHILL@onaustralia.com.au>
Subject: GRC-106
Message-ID: <09282156221471@onaustralia.com.au>

Gday Folks,

Just got my GRC-106 and aint it a beaut! Just waiting on my power supply from Fair Radio. Hope to talk to some of you guys with it.

Cheers,
Steve Hill VK4CZT

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: sinned@VNET.IBM.COM
Subject: Hamcomm Specials
Message-ID: <199705201549.PAA21719@sco.theporch.com>

Anchorites!

For those who will be coming to the Texas Hamcomm in Arlington I have:

1- HT-37 for \$100.(Complete, pretty, works, w/manual.)

1-TMS/16 military freq. counter.
1-TMS/18 or maybe it's 86 VHF freq. meter similar to BC-221.
This military gear is in new condition, in original weather-proof aluminum shipping cases and it's FREE TO GOOD HOME! (However if you feel some compensation is in order I'll trade for triode transmitter tube(s) or other parts useable in '30's style homebrew transmitters).

Here's the catch: this stuff is about 8 miles from the Hamcomm site and you gotta come get it, then endure the tour of my boatanchor CW station, drink some coffee, and BS awhile.

BTW, I'm still looking for a 30's era receiver eventually useable on the BA QRG's nowadays, but need something reasonably priced.

73's
Dennis W5FRS
sinned@vnet.ibm.com

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Dennis Gehrke <leeid@ix.netcom.com>
Subject: Harris RF-130AR, RF-550
Message-ID: <3381C158.1D93@ix.netcom.com>

I am considering purchasing a Harris RF-130AR Transmitter Set and RF-550 Receiver. Can anyone offer "words of wisdom" regarding the viability, use and maintenance of these units. Any help on this would be graeatly appreciated. Thanks.

73

Dennis Gehrke
KC7VXD
leeid@netcom.com

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Rob Frans <fransr@iserv.net>
Subject: Heath Remote VFO...Help!
Message-ID: <3381ABC6.6AEE@iserv.net>

Hi! Another great find in DAYTON...to round out my collection of the Heathkit SB-104A series... but, the SB-644 VFO when connected to my transceiver, works great in REMOTE, but when selected to MAIN, the

sensitivity drops down to ziltch... have to crank the AF to max only to hear the static thru the speaker... (transceiver works marvelous on its own...) Any Heath folks out there that recognize this situation that you can provide some insight on??? (Obviously, I'm still learning the electrical side of the hobby!) Thanks for any advice you may have!

Rob Frans
KC8BAP
Grand Rapids, MI

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: Heath Remote VFO...Help!
Message-ID: <1.5.4.16.19970520115025.1ae7ed78@pop.mindspring.com>

At 06:48 AM 5/20/97 -0700, Rob Frans KC8BAP wrote:

>Hi! Another great find in DAYTON...to round out my collection of the
>Heathkit SB-104A series... but, the SB-644 VFO when connected to my
>transceiver, works great in REMOTE, but when selected to MAIN, the
>sensitivity drops down to ziltch... have to crank the AF to max only to
>hear the static thru the speaker... (transceiver works marvelous on
>its own...) Any Heath folks out there that recognize this situation
>that you can provide some insight on???

Rob,

Through my experience with Ten-Tec and Drake..it sounds like an inject problem. In remote both operate separately, in main the remote either injects into the SB-104 or fails to connect from it. Bet the manual tells you how to set this...

I found in both the Drake 4 Line and the TR-4 remote VFO just switching between PTO's made a great difference in signal strength and power out. With Drake if you set one to max the other seemed to be way off....One worked at getting that alignment point compromise..plus with the Drake 4 line you had to do this on every band!

Good luck.

Dave K4JRB

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Tom Kelly <tjkelly@apk.net>

Subject: Heathkit Condenser Checker Model C1
Message-ID: <3382432B.690B@apk.net>

Gang,

I put my glasses on and at the urging of a list memeber looked closer and saw that my newly acquired Heathkit Condenser Checker is Model C1.

Can anyone sell me a copy of the manual?

Thanks,

Tom

--

Tom Kelly
Novelty, Ohio (east of Cleveland)

mailto:tjkelly@apk.net

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Richard Loken <richardlo@devax.admin.athabascau.ca>
Subject: HP tube gear line cords
Message-ID:

Anybody know where I can get a line cord for my nice new HP 606A? HP will sell me one for CDN\$29.00 but I thought I would try for something cheaper first.

I can always replace the socket with something but that is so gauche. :)

BTW, HP will sell you the fiche of the service manual for CDN\$13.00 delivered. Not much help if you don't have a fiche reader I know...

Richard Loken VE6BSV, Systems Programmer - VMS : "...underneath those
Athabasca University : tuques we wear, our heads
Athabasca, Alberta Canada : are naked!"
** richardlo@admin.athabascau.ca ** : - Arthur Black

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Rob Frans <fransr@iserv.net>
Subject: HX-10 Heath Maurauder...Help!
Message-ID: <3381A9D7.49BD@iserv.net>

Hi all... GREAT time in DAYTON! Found an absolutely spectacular Maurauder that I hauled home, *my aching back* and it polished up to about a 9+... no corrosion on the chrome knobs, not a scratch!

BUT... the bugger won't tune up. I get HV reading on the meter, but no grid, plate activity etc... Not being great on the electrical side YET, I have begun checking the tubes but thought I'd throw this situation out to those of you that may think... Oh, that one is easy, ... he needs to... Anyway, any insight would be GREAT! The transmitter is really beautiful!

Thanks, and 73!
Rob Frans
KC8BAP
Grand Rapids, MI

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: david hirneisen <dhrnsn@prolog.net>
Subject: items interest ?
Message-ID: <3.0.1.32.19970520211941.00687fe8@mail.ptd.net>

Not sure if this is kosher for this list, but I found something today many of you may be interested in. I routinely stop by my local amateur radio dealer, just to see what goodies he has on consignment - today I found the following:

- "Type CMX-47205 Antenna Loading Coil", Navy Department - Bureau of Ships
- Unit of Model TCS-12 Radio Equipment - Collins Radio - contract # nxsr-36727

It appears to be in very good condition, although you can tell the cabinet was repainted. Of all the hamfests I've been to, I've never seen one of these before (maybe I wasn't looking close enough!) - it was about the size of a small toaster. I think he was asking \$50.00 but you can usually haggle a little with the owner of the shop.

- The other radio I noticed (not so rare), was a really nice looking/clean Heathkit HW-101, with power supply and matching speaker + extra set of tubes + a D-104 microphone. It had a sticker asking \$225, but he told me he'd take \$200, maybe less.

His name is Tom, at 800-891-9199 - (usual disclaimer applies - I'm not related, no financial interest, etc.)

Dave Hirneisen/N3GKB
Lititz, Pennsylvania
dhrnsn@ptd.net

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: david hirneisen <dhrnsn@prolog.net>
Subject: items interest ?
Message-ID: <3.0.1.32.19970520214002.0068fea0@mail.ptd.net>

>Date: Tue, 20 May 1997 21:19:41 -0400
>To: boatanchors - list
>From: david hirneisen <dhrnsn@prolog.net>
>Subject: items interest ?

>
>

>Not sure if this is kosher for this list, but I found something today many of you may be interested in. I routinely stop by my local amateur radio dealer, just to see what goodies he has on consignment - today I found the following:

>
>

>- "Type CMX-47205 Antenna Loading Coil", Navy Department - Bureau of Ships - Unit of Model TCS-12 Radio Equipment - Collins Radio - contract # nxsr-36727

>

>It appears to be in very good condition, although you can tell the cabinet was repainted. Of all the hamfests I've been to, I've never seen one of these before (maybe I wasn't looking close enough!) - it was about the size of a small toaster. I think he was asking \$50.00 but you can usually haggle a little with the owner of the shop.

>
>

>- The other radio I noticed (not so rare), was a really nice looking/clean Heathkit HW-101, with power supply and matching speaker + extra set of tubes + a D-104 microphone. It had a sticker asking \$225, but he told me he'd take \$200, maybe less.

>
>

>His name is Tom, at 800-891-9199 - (usual disclaimer applies - I'm not related, no financial interest, etc.)

>

>Dave Hirneisen/N3GKB

>Lititz, Pennsylvania
>dhrrnsn@ptd.net

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: joelutz@juno.com (Joseph W Lutz)
Subject: JAN 8168 - CONVERSION PLS
Message-ID: <19970522.004934.2870.0.JOELUTZ@juno.com>

Hi all,

Cannot find my tube book that gives the JAN conversions in it and I tried to see if it was in the archives, but no luck. What is the JAN 8168 - have 2 of them, one new, with just JAN 8168, the other one with the JAN number and a unreadable tube type. Looks like 4CX1000. Is this correct? Thanks.

73 de JOE

- - - - -W7LPF/4 (NNNOKUU)- - - - -
QWCA - NCVA - SOWP - FISTS
Gordonsville, Va 22942 (Orange County)
Looking for: Heathkit HR/HX-20, MR/MT-1,
Collins 516F-2, 312B-4, EFJ TR Switch
- - - - -

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Michael Crestohl <mc@shore.net>
Subject: Johnson 500
Message-ID: <199705210328.XAA25087@northshore.shore.net>

Hello Jim:

Nice to see you at Dayton.

The Johnson 500 used a single 4-250 in the final. The 4-400 is a drop-in replacement.

Hope you will get the 500. Its a great transmitter.

73,

Michael, W1RC

mc@shore.net

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: John Michael <MICHAEL@ecs.umass.edu>
Subject: KWM-2 question
Message-ID: <01IJ4YAFIJH4DLG5TM@ECS.UMASS.EDU>

Hi Guys and Bobbi,

Am trying to restore a KWM-2 I picked up last weekend and have run into a problem, no doubt due to my unfamiliarity with the rig. It was stored for an extended period, and apparantly in a not too friendly environment, as there is a bit of surface corrosion on the inside.

Decided to tackle the worst problem first, which was the exciter tuning control which was completely frozen. After taking the tuning assembly apart and cleaning and lubing it, I was able to get the large outer shaft moving almost smoothly, with the little slugs moving in and out of the coils as they should. However, the control knob, which is mounted on a shaft concentric to the outer shaft, doesn't do anything--just turns aimlessly.

Am I right that this inner shaft is supposed perform some sort of drive reduction, and is not directly coupled to the outer one? Is there some way of taking it apart to see what's going on without destroying it?

Appreciate any insights those of you who have been there may have.

John Michael michael@ecs.umass.edu

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: John <johnmb@mindspring.com>
Subject: manual copy giveaway
Message-ID: <199705210044.UAA21214@brickbat8.mindspring.com>

I've gotten a lot of help over the years from this group in the form of manuals, schematics and the like. In an effort to help pay that back, I'm going to offer copies of some of the manuals I have here free, for the price of an SASE.

Today's offering is the "Installation and operating instructions for model HT-18 Variable Frequency Oscillator", by Hallicrafters. I've made several Q's with this little rig as an exciter too... Neat piece of gear...

Please write me indicating your interest in getting a copy of this manual, so that I'll know how many copies to make. I'll

shoot you my address at that time.

73
/John

```
+-----+
|Wanted: Rack cabinet for Globe King 500C      |
|                Howard Co. receiver/acc'ys/docs |
|                WB50AU                          |
|                johnmb@mindspring.com          |
+-----+
```

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Lenox Carruth <carruth@swbell.net>
Subject: Manual for URM-25D
Message-ID: <338311D3.815@swbell.net>

Phoenix Militaria, (800) 446-0909, has a manual for the URM-25D, their stock number US052099, NAVSHIPS 92134(A), \$7.00. I have no connection to these guys but have bought a few things from them.

--

Lenox

```
-----
-
Lenox Carruth, Jr.                                Dallas, Texas
Carruth@swbell.net
Collector of WW-II Communications Equipment and Memorabilia
```

Wanted: Excellent TCS-14 Transmitter and Mounting Plate, TBX, LS-3

--

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: "Warren, Mike" <mwarren@fs.com>
Subject: many items for sale in Maine
Message-ID: <c=US%a=_%p=FSFT%l=EMAIL-970520172005Z-510@email.fs.com>

(Please NOTE: - this is a re-post from rec.radio.swap - contact the original poster - not me.)

>-----
>> From: LBRTY4US <lbrty4us@aol.com>
>> Newsgroups: rec.radio.swap
>> Subject: BA's & Parts in MAINE F/S
>> Date: Monday, May 19, 1997 9:31 PM
>>
>> Large, disorganized lot of heavy, ancient military/other com gear in
>> questionable condition, NIB spares & used parts, racks, tubes, bazillions
>> of old magazines, manuals, also many new/used organ chassis/parts/manuals
>> to dispose of for very reasonable (but not giveaway) cash.
>>
>> Located southwestern Maine. No shipping and no lists; you must show up by
>> appointment, and carry it yourself.
>>
>> Fllwg is a very small sample of items; there is MUCH more and thousands of
>> miscellaneous parts, zealously accumulated by a private enthusiast who
>> finished nothing (though a fine fellow). You may email me for something
>> you're seeking, but if I haven't seen it yet, you'll have to come look for
>> it yourself:
>>
>> - Hallicrafters SX-73 (R274/URR) - reported working? Non-orig tuning
>> knob, manual, \$300;
>> - SP-600-JX - needs some recapping - \$175;
>> - Kenwood TS-520, also w/ext. VFO & Spkr, dead; suspect pwr xfmr; \$100;
>> - Drake Station: T4-XB/R4-B/MS4 - cosmetics excellent, sold together
>> only, \$B/0;
>> - MIL field ops generator, puts out plate voltage/other (not 117 or 240),
>> xclnt in orig wood case, \$0ffer;
>> - T47/ART-13 (Collins) - partly converted to SSB, many associated pieces;
>> - National NC-173 - ? - All there;
>> - (2x) Panadaptor PCA-2/T-200;
>> - AN/USM-32 Scope;
>> - Heath DX-40;
>> - Heath SB-10;
>> - Hallicrafters HT32-B;
>> - GE ST-2A Scope;
>> - Heath AJ-2 AM Tuner;
>> - MAAS Carillion Amp - looks like a pair of KT88's inside?;
>> - BC-603;
>> - Heath 620 Panadaptor;
>> - Jerrold F/S Meter;
>> - '50's Voice of Music stereo amp, pristine (6AQ5's);
>> - Weston wood-cased AC line-reference voltmeter, no cover;
>> - NOS Collins PTO's (for unknown rcvr - 390?? small shaft OD);
>> - HP Freq Meter;
>> - FSK units;
>> - BC-610 Tanks;
>> - Xfmrs, xmitting Caps, blowers, obscure B/A's, etc., etc.

>>
>> All will go ASAP!
>>
>> Frank
>>
>>

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: "Richard A. George" <wa6jox@rain.org>
Subject: Meters and tubes FS
Message-ID: <Pine.SUN.3.96.970521182904.26874A-1000000@coyote.rain.org>

I have a box of panel meters for sale to the best offer including shipping from 93030 CONUS UPS only. Includes all sizes, shapes and ranges. some new some very old. Will sell to best offer as a lot only. please donot ask for individual types or sizes.

180 tubes all pulls from equipment untested, includes transmitting, loctals, octals,metal, and minature types. Will sell as a lot only, best offer including shipping from 93030 conus ups.

please e-mail direct thank you.

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Engbert Oord <engbert.oord@jet.uk>
Subject: Murphy B40 naval (marine) receiver
Message-ID: <3.0.1.32.19970520090238.006ac888@mailhost>

Good morning

This weekend I purchased a Murphy B40. A true boatanchor.
The only info I could find in my literature was a picture.
It was referred to as a naval (british) receiver. I wonder
whether this was a truly naval receiver or a commercial receiver
also in use on merchant ships, ie a general marine receiver.
Any info plus a pointer to a manual are very welcome.

Greetings

Engbert Oord , G7THB
JET Joint European Torus, Culham ,UK
Email : eo@jet.uk or engbert.oord@jet.uk

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: jlivingston@cix.compulink.co.uk (John Livingston)
Subject: Murphy B40 naval (marine) receiver
Message-ID: <memo.677739@cix.compulink.co.uk>

In-Reply-To: <3.0.1.32.19970520090238.006ac888@mailhost>
The Murphy B40 (and the somewhat similar B41 which was a VLF/LF version) was a Royal Naval receiver at the time I was in the Naval reserve (1970 ish). It was just being phased out, however. It is a very odd looking device with a vertical drum dial, and the most massive bandswitch I have ever seen. The whole thing was enormously heavy (about 114 pounds), and was mounted on rubber mounts to cushion it from gunfire shock etc. It was widely available in the UK amateur surplus shops during the 1970s, but I don't think it was too popular because of the weight and the strange appearance (tall and narrow).
It had 5 bands covering 650 KHz to 30 MHz, 2 RF and 3 IF stages with an IF of 500 KHz, and 10 valves. As I remember, it was a good receiver with a very high immunity to intermod from local transmissions.
I don't think it was used in the merchant marine - Marconi had tha pretty well sewn up at that time.

John Livingston
G4FDD
G-QRP 431

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: jproc@bellglobal.com (Jerry Proc)
Subject: RE: Murphy B40 naval (marine) receiver
Message-ID: <01BC6550.08B993A0@finlay.bellglobal.com>

From: John Livingston[SMTP:jlivingston@cix.compulink.co.uk]
Sent: May 20, 1997 5:55 PM
Subject: Murphy B40 naval (marine) receiver

For those of you in the group who would actually like to see a picture =
of this uniquely packaged receiver, and won't get tired of keying in the =
URL, point your browser to:

[http://chide.bournemouth.ac.uk/museum/hms.collingwood.annex/b40.receiver.=
overview.html](http://chide.bournemouth.ac.uk/museum/hms.collingwood.annex/b40.receiver.overview.html)

I guess this URL wins the prize for the longest one ever submitted to =
Boatanchors. All joking aside, the Chide Virtual Museum is worth the =
tour. The short URL will get you there as well:

<http://chide.bournemouth.ac.uk>=20

Regards,
Jerry Proc=20

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: David Medley <davemed@worldnet.att.net>
Subject: My R390A adventures
Message-ID: <3.0.1.32.19970521161541.007161a8@postoffice.worldnet.att.net>

I read with interest Jim's experiences with the audio mods for the R390
audio subsystem.
Bill Bowes <bowes@klondyke.net> puts out an excellent instruction package
for this mod. With mine he also included the hard to find 25 volt zener.
Anyone contemplating this mod should get this package before starting and
you will avoid a whole bunch of grief.
Now with my project I have completed the audio mod, replaced the rectifiers
with diodes and the current regulator with the solid state mod. The radio
has been cleaned and all the metal work in the frame put through an etching
bath (commercial). Then completely aligned using a sweep generator for the
IF. This is my pride and joy and the nicest R390-A I have seen.
Now I have a plan to instal a real SSB system similar to the one planned by
EAC at the end of the radios production. This involved great complexities
in wiring but I believe I have an idea to simplify this considerably. This
will provide xtal controlled BFO and no degradation to the existing AM system.
Then finally I have an idea to replace the counter with a digital readout.
When all this is done this will be my idea of the ultimate receiver and I
am not sure what I am going to call it. It won't be an R390-A any more
except that it will retain all the best of the radio and will eliminate the
problem areas.
Put alongside my Yaesu FT990 playing Radio Australia, for example, there is
no comparison.

As an aside I have also collected all the components and sub assemblies to put together a REAL COLLINS R390-A. The sub assemblies all appear to be from the original contract and are pretty old and grungy. Put together the radio actually works but there is work to be done. This one will not be modified in any way and will be an example of the Collins original. I actually have a Collins nameplate for it.

I also have a late model EAC untouched. This one is advertised for sale in the latest issue of Electric Radio.

Enough for today

73 de Dave KI6QE/7

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: "Michael J. Wade" <wade@iquest.net>

Subject: NC-188

Message-ID: <199705212309.XAA08151@sco.theporch.com>

I am trying to tune up my NC-188 and was wondering if any one on the list has the alignment procedures for this radio?

Also I would like to add a BFO and Product Detector for SSB, I have a schematic of a product detector but no BFO would like to build them using tubes. This radio is in rough condition so I would like to use it for some experimentation.

I have a manual however it does not have alignment instructions.

I would appreciate your assistance.

73 de kb9kdg

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: jproc@bellglobal.com (Jerry Proc)

Subject: OS 8 C/U O'scope

Message-ID: <01BC6542.878330A0@finlay.bellglobal.com>

Dear BA'ers,

I just found out and resolved a problem that occurred somewhere around May 15. It seems my ISP's mail gateway was accepting messages from me but wasn't posting them to the Internet. There were no error messages and the problem was isolated to my account only. That would certainly explain why there was no response to the messages or responses =

that I posted to the group. Now that my 'Cyber-voice' has been =
restored, here goes....

Earlier this year, I received a donated oscilloscope Model OS 8C/U. =
>From the case markings, I was able to determine that it was part of the =
instrument complement aboard the USS Ranger, (aircraft carrier). The =
unit appears to have voltage scales (1, 10, 100 volts) for both the =
vertical and horizontal inputs, yet there is no graticule on the CRT. =
Instead, the CRT is surrounded by a cylindrical barrel which can be =
extended some 6 inches and acts as shade.=20

What would be the purpose in having calibrated voltage ranges and no =
graticule to accurately measure amplitude?

I was also impressed with the awesome bandwidth of this scope - 50 KHz =
: -)

Regards,
Jerry Proc
jproc@bellglobal.com=20
=20
=20

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: "Chuck Hatcher" <chatcher@ramlink.net>
Subject: OS 8 C/U O'scope
Message-ID: <199705211233.IAA29842@ram.ramlink.net>

>What would be the purpose in having calibrated voltage ranges and no
>graticule to accurately measure amplitude?

I used to have an OS-8E and it had a thin, clear plastic filter with grid
lines that had "ears" which pushed down between the CRT and the felt-lined
hood. It was low-tech but worked, and I'd guess yours used to have one
also. I don't know if maybe different types of filters were available.
Look carefully in the case or manual if you have one, since the filter is
very thin and flat when the ears are not bent.

Chuck Hatcher, N4WCY

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: "Steve Hill" <SHILL@onaustralia.com.au>
Subject: parts for B40 wanted
Message-ID: <09182760934384@onaustralia.com.au>

Gday Boaters,

Speaking of B40s I could use some bits for mine.

It is a straight B40 (not an A,B,C or D)

I need the power socket and connector - someone has removed it and hard wired a mains lead in.

Also need a thumb screw that secures the lid, the silver knob on the calibration door,
the screw for the earth, the round bit that screws onto the locking handle,
and the cover
that goes over the turret.

Also need all of the connectors at the back on the top.

And if you happen to see a B40 for sale, buy it! They're beautiful.

Thanks,

Steve Hill VK4CZT

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: BEN NOCK <106312.1035@compuserve.com>
Subject: PRC-6 circuit wanted
Message-ID: <199705201448_MC2-16FA-BEC4@compuserve.com>

I would like to get a copy of the circuit diagram for the PRC-6 set. I hav a handbook but there is just a block diagram, not a circuit.

A component layout diagram would also be useful.

Many thanks. Ben G4BXD.

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Nathalie Guibert <nguibert@middletown.total.net>

Subject: R1155 Versus BC348

Message-ID: <1.5.4.16.19800103142148.1c178db2@middletown.total.net>

Bonjour

They are called Comm. Receivers but the R1155 is the best of the the two. We had the BC348 in Photo Lancasters after the WW2 and the W.O. cursed them.

On the other hand, its companion BC375 was quite praised, even for warming your hands at 19 thousand feets.

Andre Guibert

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: gpewitt@execpc.com

Subject: RCA Radiola 18

Message-ID: <Chameleon.970521191733.gpewitt@execpc.com.execpc.com>

Greetings fellow tube buffs. Well I did it again.

Carried home a Radiola 18 and I do mean carried. My car is busted so I walked down to the stash site and had to carry it home about a mile each way. Why couldn't I be into transistor radios? At least the weather was nice. Question.. anyone got a ryder sheet or schematic for it? My books don't show it at all so any info would be helpful. I see Antique Electronics has the little bronze eyebrow that goes over the dial light, good thing as mine is missing. Looks like someone real cheap replaced the volume control pot and did a real poor job of it. After cleaning out the mice nests it looks pretty good inside. Even had one good tube. A 27. Have to go back for the matching speaker next week.

The Lafayette Transceptor is still there if anyone is interested. One of the first transceivers I guess. 5 meter band trans and regen receiver in a black box. Probably wouldn't be too hard to tweak to 6 meters. Portable unit with battery box in the bottom. Late '20's or early '30's I think. I'm really getting into this old stuff.

73 Gary

Name: Gary Pewitt N9ZSV/KT

6120 W. Calumet Rd. Apt 204

Milwaukee, WI 53223

414 355 8147 Home 414 297 4307 Work

E-mail: gpewitt@execpc.com
From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: Mark Hovda <hovda@fyiowa.infi.net>
Subject: Re: RCA Radiola 18
Message-ID: <33840252.6E7F@fyiowa.infi.net>

gpewitt@execpc.com wrote:

>
> Greetings fellow tube buffs. Well I did it again.
> Carried home a Radiola 18 and I do mean carried. My car
> is busted so I walked down to the stash site and had to
> carry it home about a mile each way. Why couldn't I be
> into transistor radios? At least the weather was nice.
> Question.. anyone got a ryder sheet or schematic for it?
> My books don't show it at all so any info would be helpful.
> I see Antique Electronics has the little bronze eyebrow
> that goes over the dial light, good thing as mine is missing.
> Looks like someone real cheap replaced the volume control pot
> and did a real poor job of it. After cleaning out the mice
> nests it looks pretty good inside. Even had one good tube.
> A 27. Have to go back for the matching speaker next week.
>
> The Lafayette Transceptor is still there if anyone is
> interested. One of the first transceivers I guess. 5 meter
> band trans and regen receiver in a black box. Probably
> wouldn't be too hard to tweak to 6 meters. Portable unit
> with battery box in the bottom. Late '20's or early '30's
> I think. I'm really getting into this old stuff.
> 73 Gary
>
> -----
> Name: Gary Pewitt N9ZSV/KT
> 6120 W. Calumet Rd. Apt 204
> Milwaukee, WI 53223
> 414 355 8147 Home 414 297 4307 Work
> E-mail: gpewitt@execpc.com
> Date: 05/21/97
> Time: 18:59:56
>
> This message was sent by Chameleon
> -----

Gary,

Let me know if the BC-221 arrives ok. I have lots of old tubes, if you need any for your new Radiola 18, let me know and I'll sell you some real cheap.

Mark
NOJWI

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: jackiv@juno.com (John M Iverson)
Subject: Re: resistor/capacitor doohickeys
Message-ID: <19970520.103001.3374.0.jackiv@juno.com>

On Mon, 19 May 1997 21:53:56 -0700 "D.D. Todd" <dube3@n-link.com> writes:

>Anyone have a spare resistor/capacitor doohickey of the sort that is
>used
>as an r/c coupling circuit in ac/dc radios? I don't know the correct
>name, but the things are flat and have 4 or 5 wires protruding from
>one
>side. I have an old radio with one that needs replacing.
>
>Thanks and 73,
>--
>D.D.Todd
>dube3@n-link.com
>
>Can there be greater blindness than to impute the crime to the dagger
>and not to the hand that wields it?
>
>
>-- Antonio Lopez de Santa
>Anna
>
what is the number printed on it and what make radio and model. I have
many, plus an inter change. reply direct to jackiv@juno.com

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: dfrancis@iex.net (Dexter Francis)
Subject: Reviving old Mil Gear w/banana pins
Message-ID: <v01520d02afa90ae184ae@[207.0.57.74]>

I've come upon what may be a reasonable method to hook up to those big
pinned connectors found on many pieces of older Military gear. (The
current patient is an RU-16) Many hobby/railroad shops carry brass tubing
that is 0.187 O.D. by 0.156 I.D. This seems to fit very well onto the
banana type pins in these large old connectors.

I cut 1" long pieces, solder a wire to the inside, and apply a piece of

heat shrink over the whole thing. This makes for a nice female to female nice patch cord that can go between the main unit, power supply and any control boxes, with the added benefit of being able to get the hook ups one at a time. If anyone has a better solution, I'd like to hear about it too.

-df

BTW - If anyone can provide me with the pin assignments for the connectors on the CW-40651A Receiver and CW-23096A Switch box, (RU-16) I'd be most greatfull.

* CWest Tube Sales - P.O.B. 22443 SLC, UT 84122 *
* http://www.usa.net/~dfrancis/CWest_Tube_Sales.html *
* e-mail to: tubes@usa.net *

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: Ed Sieb <esieb@gmsiworld.com>
Subject: RE: Reviving old Mil Gear w/banana pins
Message-ID: <01BC6610.BC9013C0@dstephen.gsmiworld.com>

I believe I have located several sources for these large, multi-pin = connectors I'll do a bit of research in my literature library and post = the info for all.

73, Ed, VA3ES/VE2BAQ (that's Boat Anchor Quality)
AMI# 529 QCWA # 28666
esieb@gmsiworld.com =20

From: Dexter Francis[SMTP:dfrancis@iex.net]
Sent: Wednesday, May 21, 1997 4:37 PM
Subject: Reviving old Mil Gear w/banana pins

I've come upon what may be a reasonable method to hook up to those big pinned connectors found on many pieces of older Military gear. (The current patient is an RU-16) Many hobby/railroad shops carry brass = tubing that is 0.187 O.D. by 0.156 I.D. This seems to fit very well onto the banana type pins in these large old connectors.

I cut 1" long pieces, solder a wire to the inside, and apply a piece of heat shrink over the whole thing. This makes for a nice female to = female nice patch cord that can go between the main unit, power supply and any

control boxes, with the added benefit of being able to get the hook ups =
one
at a time. If anyone has a better solution, I'd like to hear about it =
too.

-df

BTW - If anyone can provide me with the pin assignments for the =
connectors
on the CW-40651A Receiver and CW-23096A Switch box, (RU-16) I'd be most
greatfull.

* CWest Tube Sales - P.O.B. 22443 SLC, UT 84122 *
* http://www.usa.net/~dfrancis/CWest_Tube_Sales.html *
* e-mail to: tubes@usa.net *

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: Ed Sieb <esieb@gmsiworld.com>
Subject: RE: Reviving old Mil Gear w/banana pins
Message-ID: <01BC6617.2A03BBE0@dstephen.gsmiworld.com>

I believe I have located several sources for these large, multi-pin =
connectors I'll do a bit of research in my literature library and post =
the info for all.

73, Ed, VA3ES/VE2BAQ (that's Boat Anchor Quality)
AMI# 529 QCWA # 28666
esieb@gmsiworld.com =20

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: leeboo@ct.net (Leon Wiltsey)
Subject: sale of cheap tubes
Message-ID: <199705220256.WAA03070@blue.ct.net>

>To: Gb
>From: leeboo@ct.net (Leon Wiltsey)

>Subject: sale of cheap tubes
>Cc:
>Bcc:
>X-Attachments:
>
>Hi gang
>
>I recently posted a message telling you all I had discovered a quantity of
new tubes.
>the owner will sell them for 1993 list, they are all new in boxes. I made
the mistake
>of telling him I would run an inventory of his stock, He agreed. When the
time came to
>start he brought out 7 tube caddies of tubes, plus he has a 9 foot wall
with 3 shelves full.
>So far the I have inventoried many hundreds of tubes and not near done. Am
still bringing
> home tube caddies full to inventory. YES THERE ARE SOME 1VOLT TUBES IN HIS
STOCK.
>when I get thru I will post a message. As I said he only wants 1993 prices
and on some
> even less. I should be thru by the end of the week. I am saving all the
inquiries I received
>and will answer them as soon as I have the inventory completed and a copy
of his price
>list.
>

I SUB TO BOTH GLOWBUGS & BOATABCHORS

68 yr old semidisabled senior
(stroke got my balance & hand to eye coordination)
old old old ham but I'm back agn
now KF4RCL TECK+ (MUCH HAPPINESS)
PLAY KEYBOARD AND SING?
BUILD MOST OF MY STATION EQUIP
(tubes that is no SOLID STATE)

no trash music (anything composed after 1965)

Leon B Wiltsey (Lee)
4600 Lake Haven BLVD.
Sebring, Fl. 33872

SEBRING FL. THAT WONDERFUL PLACE WHERE THERE IS NO QRM
FROM ANYTHING LOCAL

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: KA9EGW@aol.com
Subject: Shack cleaning update
Message-ID: <970521100349_-1499027225@emout19.mail.aol.com>

To all of you who sent money for a box of miscellaneous, I am pleased to report that with the closing on the new house and some other time-consumers out of the way, I will be boxing and labeling over the Memorial Day weekend with an eye towards shipping Tuesday.

Thank you for providing a home for the stuff. It always amazes me how much smaller a place is when you rent or own it than when you go to look at it...

73, Brian KA9EGW

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: jim thompson <jim@exis.net>
Subject: SS-1R info needed
Message-ID: <1.5.4.16.19970521065309.2bcf5520@mailhub.exis.net>

Hello Nostalgia Radio Lovers,

Help! I, and a great, old receiver need your help. As a result of a Thursday morning scouting expedition through the Dayton fleamarket, I am now the proud owner of a Squires and Sanders SS-1R. It's complete with the SS-1V, "Band Scanner," and the speaker mounted noise blanker. The receiver, scope and noise blanker look complete, but all the units will need cosmetic work. The big problems right now are the manuals. W7FG doesn't have them, so I'm counting on some help from you.

If you have these manuals, or know of a source for any one of them, I'd be more than happy to pay for copies and your efforts. Also, if have one of these receivers, I'd love to compare notes.

Please help and drop me a note or give me your telephone number and I'll call.

73,
Jim, W4THU
jim@RadioWorks.com
757-484-9192

A fan of Collins, Drake, R-390A's, SP-600's, Racal 17's and all the

other great receivers.

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Ho4bart@aol.com
Subject: re: SS-1R, SS-IBS
Message-ID: <970521121206_-929194959@emout01.mail.aol.com>

i am just wondering if anyone has an idea how many of
each of these types were produced by Squires?
tnx, Hue Miller

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: BRICKEY_PETER@Tandem.COM
Subject: Stuff/manuals for sale
Message-ID: <199705200713.AA32569@POST.TANDEM.COM>

Hi;

I sent this out yesterday morning, but for some reason it
never got to the list. I found some more stuff that is surplus
to my needs.

Hammarlund S-48 speaker: \$35.00
This is the small speaker with the red logo. Cabinet is
fair and the logo is faded, but it does work.

Heathkit SB-100 transceiver: \$45.00
Cabinet good, has some paint scratches, but no dents.
Front panel excellent as are the knobs. Interior very
clean, assembly looks very good. Previous owner added
a SO-239 jack to the rear apron, no other mods. I have
not powered this unit up, so cannot comment on its
electronics. Also I do NOT have the power supply, manual
or interconnecting cable.

National NC-88 receiver \$80.00
This was a keeper until I found a better looking set.
Cabinet is excellent as is the front panel. Chassis is
a bit dirty, set is working, but needs to be re-capped.

Shipping (from ZIP 95030) is extra on the 3 above units.

I also have the following manuals, postage is included in the price.

Hallicrafters SR-150 transceiver	\$ 6.00
This is a Northrup/Wilcox issue which looks like an excellent copy of the earlier Hallicrafters versions.	

Hammarlund HC-10, W7FG copy	\$ 5.00
-----------------------------	---------

Heathkit:

HD-10 keyer	\$ 8.00
FM-3A FM tuner (gold box)	\$ 6.00
WA-P2 Pre-Amp (gold box)	\$ 6.00
GR-54 Deluxe SW receiver (dirty)	\$ 6.00
SB-300 amateur receiver	\$11.00
"Cheyenne" mobile transmitter	\$ 9.00

73's Peter

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: BRICKEY_PETER@Tandem.COM
Subject: Stuff/manuals for sale
Message-ID: <199705200840.AA2361@POST.TANDEM.COM>

Hi;

I found some more stuff that is surplus to my needs:

Hallicrafters R-48 (I think) speaker	\$35.00
This is the small speaker with the red logo. Cabinet's fair, grill's perfect, & logo's faded, But it works.	

Heathkit SB-100 transceiver:	\$45.00
Cabinet good, has some paint scratches, but no dents. Front panel excellent as are the knobs. Interior very clean, assembly looks very good. Previous owner added a SO-239 jack to the rear apron, no other mods. I have not powered this unit up, so cannot comment on its electronics. Also I do NOT have the power supply, manual or interconnecting cable.	

National NC-88 receiver \$80.00

This was a keeper until I found a better looking set. Cabinet is excellent as is the front panel. Chassis is a bit dirty, set is working, but needs to be re-capped.

Shipping (from ZIP 95030) is extra on the 3 above units.

I also have the following manuals, postage is included in the price.

Hallicrafters SR-150 transceiver \$ 6.00

This is a Northrup/Wilcox issue which looks like an excellent copy of the earlier Hallicrafters versions.

Hammarlund HC-10, W7FG copy \$ 5.00

Heathkit:

HD-10 keyer \$ 8.00

FM-3A FM tuner (gold box) \$ 6.00

WA-P2 Pre-Amp (gold box) \$ 6.00

GR-54 Deluxe SW receiver (dirty) \$ 6.00

SB-300 amateur receiver \$11.00

"Cheyenne" mobile transmitter \$ 9.00

73's Peter

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: Gary Franklin <franklin@net-link.net>

Subject: SX-101 Knobs Needed

Message-ID: <3382593D.1265@net-link.net>

Hi Gang,

I have an SX-101A that I am restoring..... it's sort a couple of knobs. Need the main tuning knob with the scale plate..... and need one of the small knobs used on the pointer reset or notch depth controls.... anyone have them laying around I would appreciate purchasing them.....

Thanks

Gary K8BKB

franklin@net-link.net

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: "Walter Fairclough" <wfairclo@netcom.ca>
Subject: SX-117/HT-44 Problem
Message-ID: <199705212120.RAA21978@tor-srs2.netcom.ca>

I have just completed the restoration of an SX-117 and HT-44 combo. Everything works beautifully with the following exception, and thus, my problem. In the transceive mode the HT-44 is slightly off frequency (about 400-500 cycles). I have completed the alignment of the SX-117 BFO according to the manual and everything checks out.

The HT-44 manual says to carefully adjust the warping trimmer C1 for zero beat. Herein lies the problem. I am unable to get the zero beat. The note in the manual says that receivers having 1600 and 1700 KC crystals bearing a part number, which mine have, may not be possible to quite reach zero beat as described above. It continues to say that I should contact Hallicrafters' Service Department for further instructions.

I have not tried Hallicrafters' Service Department as I don't think anyone is on the other end of the line. Therefore, if anyone knows what the correction to the problem is, I would sure appreciate hearing from you. The manner in which the note is worded indicates to me that there may be a problem with the 1600 or 1700 KC crystal in the receiver. What say??

Thanks for reading.

Walter Fairclough
Manotick, Ontario
wfairclo@netcom.ca

-----__ListProc__NextPart____BOATANCHORS__digest_1450--
-----__ListProc__NextPart__864249743432124871--

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: don merz <71333.144@CompuServe.COM>
Subject: The Joys of Shipping BAs
Message-ID: <970521202810_71333.144_DHB48-2@CompuServe.COM>

Shipping is such a hassle. It really pays to overdo packing just to avoid the unpleasantness that can occur. As a reminder, the steps to successful BA shipping are

1. Start with a box that looks WAY too big.

2. Line the bottom and all 4 sides with sheet styrofoam (available at your local builder's supply place--often used in commercial construction to insulate roofs).
3. Bag the BA (don't skip this step!).
4. Wrap the BA in 3-4 inches of bubble wrap or foam pack (foam pack is used on furniture, pianos and garage doors--it's usually 3/8" thick or so and maybe 15" wide--it won't crush the way bubble wrap does).
5. place the BA in the box.
6. Fill all remaining space in box with peanuts or broken up PC or TV styrofoam packing etc. Squeeze down this packing until the BA is totally immobilized. Add a little too much packing so that sides and top of box bulge slightly.
7. Insert address info, manuals, cables, etc on top, in bag.
8. Seal the box with Nylon-reinforced tape and/or packing tape.
9. In magic marker write "UP FRAGILE DO NOT DROP" on all four sides and on top of the box.
10. Ship it and say a prayer.

The claim inspector, god forbid you should ever meet him, will ding your claim for 1) less than 3" of packing around all sides, 2) failure to mark the box "fragile," and 3) having a box that is re-used (do you believe that one?). The claim is made by the RECEIVER of the shipment but payment is made to the SHIPPER. UPS keeps the damaged goods.

If you have a BA that is valuable (\$500 or over), I'd recommend sending it air freight for airport pickup. You still have to pack well, but the box is handled very little. And this usually doesn't cost a whole lot more than plain UPS.

Shipping sucks. But what's the alternative?

Good luck.
73, Don

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Paul Bernhardt <bern@ppdu.nrl.navy.mil>
Subject: Re: The Joys of Shipping BAs
Message-ID: <Pine.A32.3.91.970521164045.37763C-100000@ppdu.nrl.navy.mil>

Don and Gang,

Lately I have been using UPS with a HOLD FOR PICK-UP sticker. I have the boxes sent to the UPS station closest to my house and I come in person to pick it up. This saves damage by the driver hauling it to my residence.

Another option that has always worked out is checked baggage. When I travel for buisness, I might run across the odd BA and have to carry it home. If it weighs less than 70 pounds, bubble-wrap and cardboard boxes makes a nice package to check in at the airline counter. Usually, no excess baggage is charged because I usually leave my home light (and come back heavy).

Cheers, Paul Bernhardt, KF4FOR

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: kim herron <kherron@voyager.net>

Subject: Re: The Joys of Shipping BAs

Message-ID: <199705212235.SAA07732@vixa.voyager.net>

Hi Fellow Ba'ers

Just thought that I'd make a comment on the observation below:

>The claim inspector, god forbid you should ever meet him, will ding your
>claim for 1) less than 3" of packing around all sides, 2) failure to
>mark the box "fragile," and 3) having a box that is re-used (do you believe
>that one?). The claim is made by the RECEIVER of the shipment but payment
>is made to the SHIPPER. UPS keeps the damaged goods.

I've shipped MORE equipment than I'd care to admit. I've only had two damaged shipments. Both were UPS's fault and in both cases, the equipment was repaired by myself and they (UPS) for the repairs. In several more cases that I'm aware of, UPS didn't want the gear. So I think that the rule of UPS keeping the damaged goods is not hard and fast.

On the packing material, I came up with an idea from long ago whose time has returned. I use Jumbo Yellow Popcorn. The same stuff that you eat at the theater. I pop it in my own hot air popper, courtesy of West Bend. I buy the stuff in 50 pound bags. It ends up being cheaper than the styrofoam and it will PACK like nothing you've ever seen. I've shipped R-390A's, SP-600's, and various BIG transmitters in the stuff and it works as well as Foam in place. It's not light as weight goes, but you'd have to run over the box with a truck or throw it out of a plane in order to damage the item inside. It's also environmentally friendly.

One more thing. If you take your package DIRECTLy to UPS and they receive it themselves, they can't refuse to pay on a claim. They same can't be said of shipping from your office or a UPS drop-off point. I asked the UPS national loss prevention office about this and they confirmed it. So if you have a valuable package, and you want them to accept the responsibility for the potential damage, take directly to them and let them take your money. That put the onus where it belongs in the first place, on THEM!!

Kim Herron

kherron@vixa.voyager.net (return address)

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: "P. J. Rovero" <provero@connix.com>
Subject: Re: The Joys of Shipping BAs
Message-ID: <Pine.BSI.3.95.970521204316.20544A-100000@comet.connix.com>

When I used to work for a small oceanographic firm, we often had very expensive survey gear and ocean instruments FEDEX'd to the nearest airport FEDEX office, where we would be waiting at zero-dark-thirty for it to arrive.

One time, I saw the truck pull up direct from the plane, and saw a \$37K instrument *FLYING* out of the truck about 4 feet above the ground. It struck the concrete floor at least 20 feet from the launch point. There were LOTS of fragile stickers on the box.

But it was packed well enough that there was no damage. Not to say that we didn't worry about the gear...

P. J. "Josh" Rovero	email: provero@connix.com
Oceanographer	work: rovero@sonalysts.com
Meteorologist	radio: KK1D
Curmudgeon at Large	web: http://www.connix.com/~provero/

----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Morris Odell <morriso@vifp.monash.edu.au>
Subject: The ultimate boatanchor
Message-ID: <33813A1D.2D64@vifp.monash.edu.au>

Hi all,

Yesterday I was at one of the local universities to give a lecture and I noticed the ultimate boatanchor (although not really a radio).

In the lobby of the medical building they had a display of a couple of old electron microscopes. Now THERE are boatanchors! Imagine a 6 foot high steel vacuum tube (CRT) with the cathode at the top and a screen inside glassed in area at the bottom. It's mounted on a desk with a multitude of mechanical devices for moving electrodes, air locks, etc and there's a multi-stage vacuum pumping system in the desk itself. The electronics is in a 10 foot rack which contains a 100 KV power supply

and associated vacuum tube control circuits.

Makes even the R390A look like a toy!

Morris

--

Morris Odell Victorian Institute of Forensic Medicine
Forensic Physician 57-83 Kavanagh St, Southbank 3006
mailto:morriso@vifp.monash.edu.au Victoria, Australia
http://www.vifp.monash.edu.au/CFM/staff/mo.html

----_ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: John <johnmb@mindspring.com>
Subject: The UPS Claims process. Help!
Message-ID: <199705211138.HAA28490@brickbat9.mindspring.com>

I am hoping that someone can send some advice/caveats about the UPS claims process. I received a radio that was destroyed in the shipping process (makes me sick...it was a NICE radio) and I've never had to dance with UPS through the claims process.

The radio was only single boxed. I would not have shipped it this way. I've shipped similarly heavy gear as far as Alaska (a long trip from NC) and had it arrive OK, but I always double box and provide plenty of crush room. This radio arrived with the hinged top broken off, the faceplate bent so that controls are jammed, dial graduation glass broken... My heart sank when I saw that little box on my porch. I KNEW it would be a miracle if it survived. It didn't.

Can someone advise me please, as to what to be prepared for with UPS?

Thanks very much,
/John

----_ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Mike Maloney <ac5p@ionet.net>
Subject: Re: The UPS Claims process. Help!

Message-ID: <199705211238.HAA26000@mail.ionet.net>

At 07:39 AM 5/21/97 -0400, you wrote:

> I am hoping that someone can send some advice/caveats
> about the UPS claims process. I received a radio that was
> destroyed in the shipping process (makes me sick...it was
> a NICE radio) and I've never had to dance with UPS through
> the claims process.
>
> The radio was only single boxed. I would not have shipped
> it this way. I've shipped similarly heavy gear as far as Alaska
> (a long trip from NC) and had it arrive OK, but I always
> double box and provide plenty of crush room. This radio
> arrived with the hinged top broken off, the faceplate bent
> so that controls are jammed, dial graduation glass broken...
> My heart sank when I saw that little box on my porch. I KNEW
> it would be a miracle if it survived. It didn't.
>
> Can someone advise me please, as to what to be prepared
> for with UPS?

Very sorry to hear this, John. Be prepared to hear from UPS that the subject radio was not packaged properly and they won't accept liability for improper packaging. Hopefully it was plain ignorance and lack of experience with the person who packed it. For those not having packed a radio for shipping, please use styrofoam, and pack it well. Double boxing the heavier BA's is a very good idea. Consider how you would want the other guy to do it, if the situation were reversed and you were buying the radio. If you're still unsure, GET SOME HELP from those with experience.

73/Mike

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: William Donzelli <william@ans.net>
Subject: Re: The UPS Claims process. Help!
Message-ID: <199705211534.AA28663@interlock.ans.net>

> > I am hoping that someone can send some advice/caveats
> > about the UPS claims process. I received a radio that was
> > destroyed in the shipping process (makes me sick...it was
> > a NICE radio) and I've never had to dance with UPS through
> > the claims process.

I have only had one box get smashed up thru UPS, and I have had to dance

around with the company. About a year ago, they managed to break 2 of 3 tubes (860s, in fact) that were packed quite well. The box was huge for three tubes, and each had at least four inches of packing between the glass and the box walls/other tubes.

Anyway, after four calls over quite some time, I still have yet to get anything for their damage.

I am about ready to give up and boycott UPS. Does anyone have any strategies for a last chance effort to get my claim settled?

William Donzelli
william@ans.net

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: Dick Flanagan <dick@merlin.libelle.com>
Subject: Re: The UPS Claims process. Help!
Message-ID: <v03102801afa8d18b1f36@[207.33.105.223]>

>I am about ready to give up and boycott UPS. Does anyone have any
>strategies for a last chance effort to get my claim settled?

Small Claims Court always gets their attention. I've known more than one person who received a check shortly after filing in Small Claims Court, whereas UPS wouldn't even answer their letter before.

Good luck.

73, Dick

--
Dick Flanagan W60LD CFII Minden, Nevada
Visit <http://www.delphi.com/electronic/>

-----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997
From: "Gene S. Katz" <gkatz@motown.lmco.com>
Subject: Re: The UPS Claims process. Help!
Message-ID: <Chameleon.9705211131511.gkatz@pc062164.motown.lmco.com>

Name: Gene Katz

E-mail: gkatz@motown.lmco.com
From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: "Daniel H. Arney Jr." <kn6di@idt.net>
Subject: Re: The UPS Claims process. Help!
Message-ID: <3383C4C0.1DD5@mail.idt.net>

Gene S. Katz wrote:

>
> -----
> Name: Gene Katz
> E-mail: gkatz@motown.lmco.com
> Date: 5/21/97
> Time: 13:07:08
>
> This message was sent by Chameleon
> -----
> Hi
>
> I think small claims court might be the answer
> also. UPS has a spotty record as far as I am
> concerned, although I've never tried the court
> route. Usually if the object claimed is under
> \$100 they won't even send out an inspector to see
> it. If the claim is the result of lack of packing
> and packaging on the originator's part, chances
> get even slimmer for reimbursement. However I did
> get reimbursed for \$100 for broken dial glass in
> an English set when the inspector agreed that it
> was well packed and bubble wrapped. I strongly
> suggest you pack and wrap yourself, don't go to a
> Mailboxes Etc. type of place. They haven't got a
> clue! 73 de Gene KC6BLD

I have been in the commercial packing business for 16 years and if the item is packed to meet UPS requirements that is : 2 INCHES IN ALL DIMENSIONS FOR DUNNAGE FROM THE ITEM(OR INNER BOX) AND TO THE DIMENSION/WEIGHT REQUIREMENTS. If that is the case and you save ALL OF THE PACKAGING MATERIALS , then with visable damage to the outer pack they will roll over. For hidden damage like TV/Monitor does not work. TOUGH they have no proof it was working in the first place. I cut and fabricate EPS/beadboard/styrofoam so I have a lot of material to pack BA's etc. in boxes. I normally use foam in place for items in the 50 to 60 # class, above that I use a NEW RSC box and line it with plywood then pack it then stuff it with EPS up to 150#

Above that I put it in a wooden crate and place the equipment on ethafoam (polyethyelene foam with a 2.0 # cu.' density. Fragile and or any other type of labels on UPS/Fed EX shippments mean nothing other than a place to kick or step on it. They have no special

handling in their Tariff codes. Motor greigh and airlines REQUIRE AT LEAST 4 LABELS ON A PACKAGE FOR WARNING.

Using Mail Boxes etc and the franchise operations is a TOTAL DISATER AS THEY ARE FRANCHISE OPERATIONS AND THE PEOPLE DO NOT HAVE THE FOGGIEST IDEA OF WHAT IS GOING ON IN THE OUTSIDE WORLD.

I do a lot of packaging for numerous of the above type of operations in this area because some of these people are smart enough to know they are not capable of packing it and referr it to me or I DO IT FOR THEM.

IF YOU ARE GOING TO PACK A ba AND SHIP IT TO ME ME THEN DO NOT BE CHEAPON THE PACKAGING. i HAVE RECIEVED A LOT OF ba'S AND SHIPPED A LOT and have only had 2 minor damages.

If you are going to ship something to a fellow HAm pack it and or make sure the packer packs it to the standard that you would expect if it was shipped to you.

I have have had a lot of people call me and say what a good packing job.

Guys I am not patting myself on the back I am just saying do it right and you will not have the problems down the line.

Sorry for the lonf disertation!.

Good luck good shipping and GOOD DX IF IT EVER COMES BACK Hi.

73's

Hank KN6DI

----__ListProc__NextPart____BOATANCHORS__digest_1451--

----__ListProc__NextPart__864273843432136921--

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: rsolomon@tsd.textron.com

Subject: TM # Cross-Reference

Message-ID: <9704218642.AA864249289@cctds.tsd.textron.com>

Anyone know where I can find a cross-reference of MIL Model

to TM # ?? Phoenix Militaria only lists by TM # !!

Specifically need TM # for URM-26 Sig. Gen. Tnx, Dick

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: aculbert@pps1-po.phyp.uiowa.edu

Subject: TOM LAIRD WC9M - CONTACT ME

Message-ID: <199705201620.LAA20368@cc-gate.uiowa.edu>

Jack, I hate to do this but mail to Tom has bounced this morning.

Al, K0AL

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997

From: Jacqueline Herman <jherman@sierra.net>

Subject: trade xtals

Message-ID: <Pine.SUN.3.95.970521200440.26860A-1000000@diamond.sierra.net>

I have the following xtals:

1. 3711 kc in an FT-243 holder, made by Petersen Radio
2. fourteen xtals all on 7600 kc each in a case larger than a 243 (with markings that say "CR-1A/AR SICG 3-53")

I would like to have (for my new Globe Scout xmtr):

- a. Any 160m xtal in the CW segment, outside of any DX windows
- b. Any 80m xtal between 3525 and 3550.

I'll trade 1. or 2. with a. or b.

73 from Hawaii - oops, I mean Nevada (easy to confuse the two...),
Jeff KH2PZ / 7 (/7 for 2 more weeks)

-----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: Rolf Jansson <rolf.jansson@ub.umu.se>

Subject: tubes

Message-ID: <3.0.1.32.19970520165030.009296a0@ub.umu.se>

Hi any place where you can check out any tube number and letters,
6ba6 or 5944 an so on

73 de Rolf SM2MZC

-----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: leeboo@ct.net (Leon Wiltsey)
Subject: tubes source
Message-ID: <199705201353.JAA17320@blue.ct.net>

>To: gb
>From: leeboo@ct.net (Leon Wiltsey)
>Subject: tubes source
>Cc:
>Bcc:
>X-Attachments:
>
>Hi gang
>just left an old old tv shop guy has a wall of tubes to sell at 1994 list
prices.
>now I do not have a list, of the tubes available. did see some 6l6's and
tv output tubes
> also some higher voltage filament types and some batt op fil types.so if
anybody is looking for a receiving type tube let me know and if he has it I
will get it and send it out. He just wants to get of them.
>

I SUB TO BOTH GLOWBUGS & BOATABCHORS

68 yr old semidisabled senior
(stroke got my balance & hand to eye coordination)
old old old ham but I'm back agn
now KF4RCL TECK+ (MUCH HAPPINESS)
PLAY KEYBOARD AND SING?
BUILD MOST OF MY STATION EQUIP
(tubes that is no SOLID STATE)

no trash music (anything composed after 1965)

Leon B Wiltsey (Lee)
4600 Lake Haven BLVD.
Sebring, Fl. 33872

SEBRING FL. THAT WONDERFUL PLACE WHERE THERE IS NO QRM
FROM ANYTHING LOCAL

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 23:05:23 1997
From: dfrancis@iex.net (Dexter Francis)
Subject: Re: UPS Damage claims

Message-ID: <v01520d01afa92a56e896@[207.0.57.74]>

I've found the process to go something like this:

- 1) receiver gets busted item in box handled by UPS.
- 2) receiver notifies local UPS office of damage ASAP.
- 3) receiver notifies sender of damage ASAP.
- 4) Box and damaged item(s) are given - as packed - to local UPS office.
- 5) Local UPS office evaluates the damages and decides to handle locally or send to sender's UPS office for evaluation.
- 6) Item, in original packing, is sent back to sender's local UPS office.
- 7) Sender gets reimbursed for damages if *UPS* determines the package was improperly handled. IF UPS determines that the item was improperly or inadequately packed, tuff nuts, no reimbursement.

The contract is between the sender and UPS, not the receiver and UPS.

-df

```
*      CWest Tube Sales - P.O.B. 22443 SLC, UT 84122      *
*  http://www.usa.net/~dfrancis/CWest_Tube_Sales.html  *
*                  e-mail to: tubes@usa.net              *
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----__ListProc__NextPart____BOATANCHORS__digest_1451

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: 4CX250B@miavx1.acs.muohio.edu
Subject: User Report: "Real Audio for the R-390A"
Message-ID: <v03007809afa78a1842b5@[134.53.5.143]>

Hi Gang,

Here's a brief report on my effort to modify my R-390A's audio module, using the much-heralded Kleronomos audio design. First some background:

As nearly everybody knows, the R-390A's major glaring deficiency is its distortion-prone meager audio. The receiver doesn't really have an audio output stage, but provides 600 ohm "local audio" and "line out" levels to rear panel terminals. Each of these outputs is provided through identical 6AK6 output stages, and although either is sufficient to drive a small speaker (500mW max), the results pleasing practically nobody.

In June 1991, Bill Kleronomos, KD0HG, transformed the world of R-390A enthusiasts by publishing "Real Audio for the R-390A" in Electric Radio. The article described a modification to the 390A audio module, which resulted in a 5 Watt high fidelity output stage having an 8 ohm impedance. No modifications to the body of the receiver or to any other

modules was required. In February 1997, Bill published a follow-up article, also in Electric Radio, which updated the design. The new design revamped the driver stage to lessen tube-to-tube distortion characteristics and to provide a smoother overall sound.

1. The Kleronomos Design: The latest version of the modification is a straightforward audio amplifier, using a 6DJ8 driving a 6360 output stage. The 6DJ8 is a dual triode and provides two stages of low level amplification. The balanced output from the second stage drives the 6360, which is a dual tetrode audio tube configured in a push-pull configuration. Tube biasing is provided by a 24V zener in the cathode of the 6360. The signal from the plates of the 6360 triodes is coupled into an output transformer, which transforms the 8K plate impedance down to 8 ohms. In order to reduce distortion, a portion of the output from the transformer secondary is fed back through a 4700 ohm resistor to the first driver stage. An additional aspect of the design is a simplification of the line output circuit, to reduce the need for one stage of amplification. This change, which entails changing a 5814A to a higher gain 6AH6, frees up chassis space for the rest of the modification.

2. Doing the Modification: Armed with both E.R. articles and with the diagram of the original circuit spread out on the bench, I undertook the modification with some trepidation. My R-390A is a 1968 EAC version, and I was anxious about cutting into the beautiful wiring of the original audio module. I talked myself into the job by resolving to achieve a level of workmanship comparable to the original wiring. Easier said than done, as it turned out.

The conversion begins by removing the tubes and plug-in capacitors from the module, clipping the leads off two tube sockets (noting the wire colors), enlarging one of the mounting holes with a chassis punch (to turn the seven pin socket into a nine pin socket), and mounting a new tube socket and an output transformer on the top of the module. This part of the project went very smoothly, and took me only about an hour. The only tricky part was drilling some of the screw holes for the enlarged tube socket hole and the transformer, because the holes were at the edge of pre-existing holes. I found it easiest to start with an undersize drill in order to stabilize the hole location, and then work up to the full size bit. After the new components were mounted, I cleaned off the original tube identifying labels with a Q-tip doused with acetone, and relabeled the chassis with the new tube numbers.

Next I removed all the underchassis components associated with the original circuit. For the most part, these were located on a circuit board mounted horizontally on the underside of the chassis, and were clearly labeled. At this point I was ready to start installing the new components.

This part of the job was harder than I anticipated. I had resolved to remount the new parts on the vacated terminals on the circuit board, but keeping track of the wire colors, patching the board as needed, and figuring out the optimal location for the new parts was rather challenging.

I ended up redoing a few steps as I gained experience. Bill advises starting with the output transformer wiring and working back to the driver stage. In my usual contrarian spirit I went in the opposite direction. My advice: Do it Bill's way.

The original wiring in the audio module is beautifully laced into harnesses, with the lacing cord turns spaced every quarter inch or so. I found it necessary to cut out some of the harness in order to dress some extra wires. Also, fewer total wires were needed in the modification, so removing the unneeded wires made the lacing too loose. In these instances I cheated by using black Ty-Raps every half inch or so. I don't think I could have duplicated the beautiful original lacing. It's an acquired skill which I haven't mastered.

After about ten hours total, I had finished the job. I blew out the chassis with compressed air, went over each solder joint with a magnifying glass, double-checked the wiring, and defluxed the solder resin with anhydrous isopropyl alcohol.

In order to test the circuit, I had planned on mounting the module on its side, so I could check the voltages and waveforms when I first powered it up. I had intended to plug the tubes in one at a time, looking for smoke, making sure filaments lighted, etc. When the time came, however, I was so tired from wiring that I threw caution to the winds, plugged in the module, attached a hi-fi speaker to the output terminals, and let her rip. What's the point in living if one can't take a risk or two? Fortunately, it worked perfectly, first time, no subsequent fiddling required. I was done.

3. Performance: So how does it work? In a word, great! I haven't bothered to do an audio sweep of the gain flatness or attempted to measure the distortion, but my subjective impression is very favorable. (I'm not sure a distortion test would be worth the effort, since the distortion introduced by the AGC and detector stages is likely to be the limiting factor in the receiver.) There is no audible hum, even at the highest gain settings, but one can hear a slight hiss at full volume. The volume control has exactly the right adjustment range for the unit, and seems very natural.

Out of curiosity, I did some A/B switching between the R-390A and my modern HF rig, both tuned to the same A.M. broadcast band music station. My modern rig is a Yaesu FT-1000D, and the line audio output from it goes into a twenty watt audio amplifier to a pair of \$50 bookshelf speakers. Setting the Yaesu on the A.M. filter position, and the R-390A on the 16kHz filter setting, the difference was extraordinary. Although I expected the higher frequencies to be much stronger in the 390A, because of its wider IF passband, I wasn't prepared for the difference in bass response. The full base of the music came through clearly on the 390A, without distortion, and with a "solidness" I usually associate with component stereo systems. The Yaesu sounded tinny, by comparison, with evident distortion. I haven't compared the 390A with any other boatanchors, but my impression is that this modification may well turn the receiver into the best A.M. communications receiver ever made, at any cost. In any case, the

Kleronomos-modified R-390A is certainly the receiver to beat in this regard.

Oddly, the modification makes listening to SSB something of a disappointment. Because the audio response reproduces faithfully all the distortion and limited passband of the transmitted signal, it highlights how crummy most SSB signals really sound. Listening to some SSB signals with it was a shock for me. I'll be interested to see how some old phasing designs, such as the 100V, or some of the wider passband filter rigs, such as the KWS-1, sound on it.

All in all, I highly recommend the modification for somebody with \$25 (parts are available from Antique Electronic Supply) and ten hours to spare. It will really transform your 390A. The modification is well-engineered and carefully thought through. The wiring job isn't difficult to accomplish if you take your time. However, if you want to buy one of the modules, already modified, I believe you can obtain one from Longmont Audio, telephone (303) 823-6428. I don't have any connection with Longmont, but got their phone number off a flyer. I don't know the price they charge for the module.

73,

Jim Garland W8ZR

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From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: rsolomon@tsd.textron.com

Subject: Want: ER Re-Prints (Kleronomos Mod)

Message-ID: <9704218642.AA864247783@cctds.tsd.textron.com>

Looking for re-prints or original issues of ER that contained the Kleronomos mods for the R-390 Audio. Want to see if I can adapt it to the R-392. Tnx, Dick, W1KSZ

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: "Robert M. Bratcher Jr." <bratcher@worldnet.att.net>

Subject: Where is everybody?

Message-ID: <3.0.32.19970520181208.006c1900@postoffice.worldnet.att.net>

Hmmm, Only getting one or two pieces of mail off the reflecrer since my renewal.

Is everybody recouperating from Dayton or what?

I get more mail from the "other" Boatanchors list and Glowbugs (that moved) then I have this one lately! High traffic please come back?

Robert M. Bratcher Jr.

E-mail to:

bratcher@worldnet.att.net

Record collector, 8mm, super 8, 16 and 35mm Film collector.

Looking for prerecorded reel to reel tape albums.

I like old radio's too.

Collins, Hallicrafters, National & Hammurand are my Favorites!

----__ListProc__NextPart____BOATANCHORS__digest_1449

From owner-boatanchors@sco.theporch.com Wed May 21 16:24:54 1997

From: Jay Coward <jayc@hpcmr42.sj.hp.com>

Subject: Why 1020 cps tone

Message-ID: <9705211749.AA25615@hpcmr42.sj.hp.com>

Greetings to the group,

There was a recent discussion on radio range filters and why the tone was selected at 1020 cps. In the book

"Principles of Aeronautical Radio Engineering" by

P.C. Sandretto copy write McGraw-Hill 1942 it is noted:

"This tone was chosen because of the following reasons:

1. The ear is very sensitive to it
2. It is easily distinguishable above the noise of the airplane
3. It is pleasing to the ear
4. It is a multiple of 60 cycles, and consequently the commercial power source supplies a frequency standard"

Hope this helps.

73 Jay

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997

From: Keith Heitzmann <kk5fe@communique.net>

Subject: Worried about my 866's!

Message-ID: <2.2.16.19970520144424.0d6f5fbc@mail.communiquenet>

Hi all,

After all the threads on the Johnson 500 and the rectifiers, I got a little worried about the 866's that's in my Valiant. The general consensus is to change them with 3B28's.

I don't have a problem with doing that, I never heard all the problems that they can cause. My Valiant, as of now, works flawlessly and I would like to keep it that way.

Also, while we are on the subject, are there any other mods that should be

done to it.
Thanks,
Keith KK5FE

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: jackiv@juno.com (John M Iverson)
Subject: Re: Worried about my 866's!
Message-ID: <19970520.154448.12238.1.jackiv@juno.com>

On Tue, 20 May 1997 14:43:03 -0500 (CDT) Keith Heitzmann
<kk5fe@communique.net> writes:

>Hi all,
>After all the threads on the Johnson 500 and the rectifiers, I got a
>little
>worried about the 866's that's in my Valiant. The general consensus is
>to
>change them with 3B28's.
>
>I don't have a problem with doing that, I never heard all the problems
>that
>they can cause. My Valiant, as of now, works flawlessly and I would
>like to
>keep it that way.
>
>Also, while we are on the subject, are there any other mods that
>should be
>done to it.
>Thanks,
>Keith KK5FE
>
>
>HI Keith as to 866 arc backs (i think that may be your problem).
look at the top of the plate and see if any bubbles or funny looking
surface are visible..
in time the black surface will separate from the plate, if it tis visible
on the top it will also be on the bottom. this can happen after some
time in storage. the black stuff will cause an arc to the filaments and
shorts the plate transformer through the other tube----- fuse
blows., if you see any mv rectifier like this it must be disposed of or
put it in a display..
>

this is from an OLD broadchaser sorri broadcaster.
Jack Iverson K0EWU jackiv@juno.com

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: Robert Friess <Rfriess@ix.netcom.com>
Subject: WTB GRC-109 Receiver
Message-ID: <3381D469.5B30@ix.netcom.com>

Hey Gang,

Does anyone out there have a GRC-109, R-1104 receiver that they would like to sell? I have the transmitter and power supply but need a receiver to complete the set. Will pay a premium for a set in really good condition.

73,

Bob, N6CM

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: George Humphrey <gah@koyote.com>
Subject: WTB: Turner 350-C mic
Message-ID: <1.5.4.32.19970521041808.00a6e074@mail.koyote.com>

BAers,

Would like to locate one or two Turner 350-C mics or equivalent other ceramic mics that I can use with the Heath Lunchbox series.

Thanks, George

73 George KC5WBV
gah@koyote.com

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From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: W7FG <w7fgboat@w7fg.com>
Subject: WTB: BC-375E Manual
Message-ID: <199705210403.XAA00437@cc_ux_00.cimcase.com>

Looking for a BC-375E manual, any out in Boatanchors land??

1-800-456-9296

----__ListProc__NextPart____BOATANCHORS__digest_1450

From owner-boatanchors@sco.theporch.com Wed May 21 00:03:31 1997
From: bz649@cleveland.Freenet.Edu (Kenneth V Zichi)
Subject: WTB: Halli S-40 S-Meter
Message-ID: <199705202144.RAA28888@kanga.INS.CWRU.Edu>

Anyone out there have a halicrafters S-40 S-Meter for sale?
This was a model that had an EXTERNAL optional s-meter -- I've
got two fo the beasties that should blend nicely into one
working unit and I'd like to try to get the optional meter too.

I can trade parts if you need something to make yours operational
(I think the only think I'll need from the 'junker' is the bottom
panel and PERHAPS the volume control ...) so talk to me.

For that matter I've got some chasis sitting around here without
cases and cases without chassis (a US Radio Model 7 is the star candidate
for the Former and a Magnavox Model J is the star of the later category)
and I'm always happy to trade stuff too!

73 //kv zichi (I'm in Michigan despite the e-mail adress....)

--

73 //kv zichi bz649@Cleveland.FreeNet.edu

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